

SS SUPER STREET

And suddenly I realized that I was no longer driving the car consciously. I was driving it by a kind of instinct, only I was in a different dimension.

VOL. 20 NO. 04

SS

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TRACK PREP
GUIDE
p75

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BUILT TO BURN 'EM
Riley Stair's LS-powered Z is quite possibly the most evil Datsun we've ever come across. See the full feature on P. 20.

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WHY SO SERIOUS?!



Have we gone soft? Did we lose our way? Where are all the extreme builds and the crazy widebodies? Don't be alarmed ladies and gentlemen! While we typically showcase "Best of Show"-type feature cars every month that rock all types of fancy body work, rare JDM parts, insane engine swaps, etc., we're taking a quick departure away from what you're accustomed to seeing this month to bring you an issue filled with emotion and inspiration.

What you'll find in each story is drive. Each car owner and builder within these pages didn't have an easy road. You won't find a huge roll call of sponsors, their cars weren't built overnight, and they had to overcome all types of obstacles and distractions. Many projects took, not months, but several years to complete and some of these cars are the owner's first love. But we're very excited to tell you their story of how they stuck to their guns, made sacrifices, and worked countless nights and weekends to complete the cars of their dreams, without compromise.

The same things can be said about the motorsport events within this issue. We bring you several reports from different time attack competitions around the globe including two of the most premier events - World Time Attack Challenge in Australia and our very own Super Lap Battle in California. Builders, drivers and teams leave everything at the table and push themselves to the extreme limit. What drives them is the pure nature of competition and to be the fastest possible, in many cases, to be the fastest in the world. Over the last few years, we've seen lap records continue to break, showing us that time attack enthusiasts still take the sport seriously and that they continue to improve on their their craft year after year.

We also take a look at an underdog story from our friends at Mackin Industries. They've turned a Scion FR-S show car that graced the floors of SEMA years ago into a time attack contender, and now a legitimate hill climb racer. It hasn't been an easy transition, as you'll see, but it takes a lot of determination and drive, something we hope to instill in you after you finish this issue. Enjoy!

Sam Du
Editor-in-Chief



MOTORSPORT MASSIVE

This issue is jammed packed, not only with awesome features, but also some of our favorite time attack events from around the globe. **Pikes Peak.** Mackin Industries' first attempt at the world-famous hillclimb in Colorado. P. 16

Super Lap Battle. Our 11th annual Super Lap continues to get faster with more records broken! P. 28

World Time Attack Challenge. The most competitive time attack event outside of Japan and the U.S. P. 40

FF Battle 7. We move to a new course for our annual front-engine, front-wheel-drive battle royale. P. 56

Track Prep. Ready for your first track day? We explain what you need to do before you're zero to 100. P. 72

SUPER STREET

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►WHAT WE DID THIS MONTH?

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SAM DU @duspeed



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No party is complete without @fernetbranca.



Hookin' Santa up with the @toyotires calendar issue.

MIKE SABOUNCHI @mykalfakerich



I may love nature a little too much.



Shout-out to Roy Narvaez for lending us his 1,100hp GT-R for #nissansemaWeek.



On the way to Vegas, I always have to stop and play in the dry lakebeds... #rad4

JOFEL TOLOSA @jofeltolosa



Just hanging with @sungkangsa!



Are we allowed to do this in hotels? #lechón #saraplife



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Aiden annoyed.



Aiden doing his best impression of E.T.

■ SARAP LIFE

NEW YEAR'S RESOLUTIONS

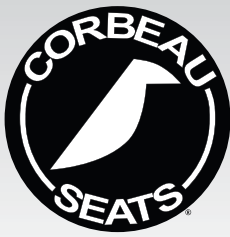


By the time you get your hands on this awesome issue, it'll be well into the year 2016. But without getting too real o'clock, I still want to talk about some of my personal New Year's resolutions:

- As far as I can remember, I've always been a big dude, so one of the constant resolutions I've had is to lose weight. That's a given. I am currently an XL, but my goal is to be able to wear at least a large.
- This year I'm also turning 29, and I was thinking maybe I should at least start looking into real estate.
- I want to do more track days and not just the ones we host.
- Of course, I'll continue to build the FR-S.
- I'm going to try and buy a truck. Call me crazy, but I've been digging them lately. The new Toyota Tacoma looks amazeballs, or I can always try going vintage with a retrofitted motor.
- I want to travel as much as I can. Believe it or not, I've never been to Hawaii, but better believe I'll be going there this year. I really want to experience car culture outside of California and Tokyo. So please...let me know if you have a dope event brewing! I'll try my best to make it out there.

Oh, and if I haven't said it enough, thank you to all the readers for your support. Thank you to the car builders for putting your heart and soul into your builds and inspiring our staff and readers. 2016, we're coming for you!

Jofel Tolosa
Staff Editor



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A red Nissan Silvia is shown in the bottom left corner, drifting on a grey asphalt track. The car is angled, with its front wheel visible. In the background, a large, stylized graphic of the word 'DRIFT' is superimposed over a blurred image of a racetrack. The letters are composed of horizontal lines, with the top two rows in white and the bottom row in red. The overall scene conveys a sense of high-speed motion and drifting culture.

A NISSAN SILVIA THAT LOOKS AS PRETTY SLIDING AS IT DOES AT THE CAR SHOW

WORDS **Jofel Tolosa** PHOTOS **Colin Waki**

Drifting, as we all know, is a unique sport. 2015 Formula Drift champion Fredric Aasbo compared it to surfing or ski jumping, where you have to go and deliver for 10 to 20 seconds. What possesses a person to spend an immeasurable amount of money building a car, drift the hell out of it until the body looks like it's been through Street Fighter's bonus car stage, repair paint and body, and repeat the process all over again? Believe it or not, the sort of behavior is fairly common in Japan. On the other side of the spectrum, a completely different take is the missile drift car movement, which seems to have zero care or priority for exterior work. For Yuichi Yoshida, he goes the difficult path, as a privateer while keeping the car pristine, that is, if he isn't, for lack of a better word, hooning with his friends. Yoshida-san's weapon of choice is the tried-and-true Nissan Silvia S15.



>>Something we don't typically see in a drift car—a spotless interior!



TUNING MENU '00 NISSAN SILVIA

OWNER YUICHI YOSHIDA
HOMETOWN GUNMA, JAPAN
OCCUPATION MECHANIC

POWER 295 hp

ENGINE S14 SR20DET; Skyline fuel pump; TRUST T518Z turbo, intercooler, Profec B boost controller, oil cooler, oil element relocation, intake pipe; HPI intake, exhaust manifold, front pipe, turbine outlet pipe; custom exhaust; Blitz iridium spark plugs; Sard aluminum radiator

DRIVETRAIN five-speed manual with NISMO 2-way differential gear, clutch

FOOTWORK & CHASSIS 326 Power Cahkuriki coilovers, pillow upper mounts; Parts Shop Max rear upper arms; modified front lower control arms; Ikeya Formula tie rods

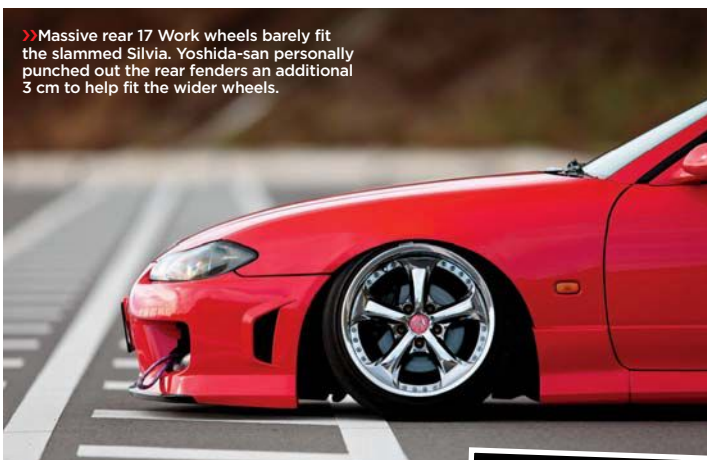
WHEELS & TIRES 17x9.5" -10 front 17x10" -16 rear Work VS-KF wheels; 205/40/R17 front Pinso PS91, 215/40/R17 Kenda Kaiser KR20 rear tires

EXTERIOR modified rear spoiler; front and rear fenders pulled 2cm and 3cm; LED tail lights; OE Mazda True red paint

INTERIOR Bride seats; Sabell harness; Nardi steering wheel; Veilside shift knob; Defi gauges; Panasonic head unit



>>Massive rear 17 Work wheels barely fit the slammed Silvia. Yoshida-san personally punched out the rear fenders an additional 3 cm to help fit the wider wheels.



>>The SR20DET was swapped in from an earlier model and features plenty of TRUST and HPI goodies to give it close to 300 hp.

Usually you'll find Yoshida's doors beat up, just because he won't hesitate to get in close proximity to other cars while tandem drifting. The car was originally white and as you can imagine, has gone through different phases. "Since the car was damaged badly from the drifting, we wanted to renew the whole style for MSC," Yoshida says. MSC is a grassroots type of drift series in which you'll encounter cars that aren't quite at the pro level you'll find in D1GP, but top notch nonetheless.

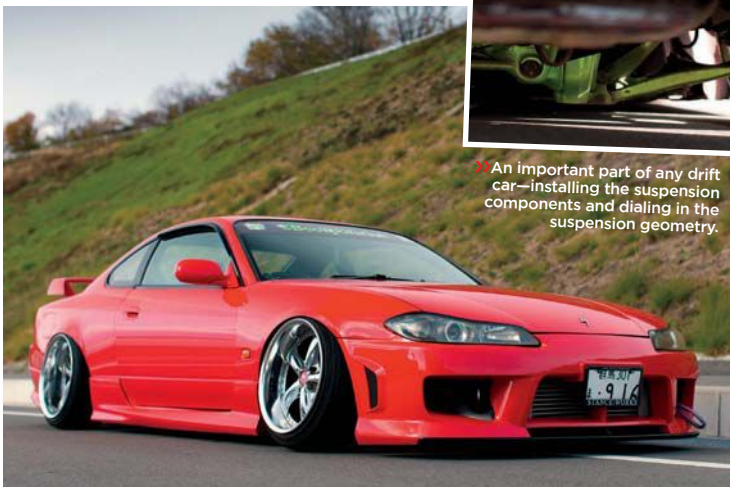
You won't find a widebody kit or any sort of flashy parts for the Silvia's exterior. What you will find is some fender panel beating about 2 centimeters in the front and 3 centimeters in the rear to be exact. "The rear fender for the S15 is very narrow and makes the body touch the tire. To solve this, we either need to cut or hit it up with the hammer," Yoshida explains. To help Yoshida get sideways, he installed a combination of reinforced suspension components such as new rear arms, modified front control arms, Ikeya Formula tie rods, and 326 Power coilovers. He also personally selected his spring rates and dialed in the optimal camber and caster for getting sideways. True Red paint is a derivative of Mazda's color palette, and a set of Work's VS-KF wheels rounds out the exterior.

He stayed loyal to Nissan, so the Silvia is powered by an earlier S14 SR20DET. Performance is beefed up with the addition of a larger TRUST T518Z turbo and other bolt-ons such as TOMEI cams, HPI intake and exhaust manifolds, and NISMO clutch to transfer the power to the rear wheels. Yoshida had the motor tuned by Sato Shoukai and estimates a conservative 295 hp.

At the end of the day, Yoshida-san doesn't have your typical show-stopping S15, but it's still a looker on the street and insanely better than drift cars we've all seen with mismatched body panels and 50 shades of gray paint. We asked Yoshida-san what exactly makes his car unique. He smiled and simply stated, "The air conditioning doesn't work, and that works for your diet." 🍷



>>An important part of any drift car—installing the suspension components and dialing in the suspension geometry.



> CHALLENGE ACCEPTED

WHAT IT'S LIKE TO RACE THE WORLD FAMOUS PIKES PEAK INTERNATIONAL HILL CLIMB IN A SCION FR-S

WORDS **Sam Du**

PHOTOS **Randy Ly, Jofel Tolosa**

This is no race for weekend warriors or casual track goers.

This is for the big boys, the fearless, and the veterans. We're talking about Pikes Peak International Hill Climb, and after 93 years it is still one of the most demanding motorsport events in the world. So what in the hell is a Scion FR-S doing there?

Last year, we had the chance to follow our friends at Mackin Industries take on the 12.42-mile time attack course. We remembered their FR-S as a show car that graced the Mackin booth at the '12 SEMA Show with Rocket Bunny aero, a GReddy turbo kit, and an exceptionally loud exterior. The car was initially engineered for time attack duties, and we saw it take on Road Atlanta in one race, but Mackin had more ambitious plans, which was to battle the 156 corners of Pikes Peak.

We sat down with the car's build manager, Philip Chase of Mackin, to see what it was like to build and prep an FR-S capable of withstanding the high elevation, and unexpected challenges involved with one of the world's toughest playgrounds.

Tell us some of your accomplishments with prepping the FR-S for Pikes Peak last year.

Completing modifications that have never been done before always leaves a feeling of accomplishment. We successfully installed a Z33 six-speed with minimal chassis modifications, fabricated a functional V-mount intercooler and radiator setup, and put together an engine package with an awesome powerband that makes 479 whp at 24 psi with 364 ft-lb of torque. It's one of the highest outputs we have seen on an FA20 setup for road racing. But the highlight has to be setting competitive sector times during practice and in the race. It shows that we as a team put together a competitive car.







»Before. Mackin's '15 setup with a built four-cylinder FA20 turbocharged to 479 whp.



»After. '16 is already looking promising with a 3.4L Toyota Supra 2JZ-GTE swap, estimated 800 whp.

What are some of the biggest challenges in getting the FR-S ready?

Where do I start... We were given the green light for Pikes Peak a mere two months before the race. First, we had to get the car up to Pikes' safety requirements, which meant a competition-approved fuel cell. To be competitive, we knew we needed more power and a transmission that was up to the task. The FR-S previously made about 380 whp and was going through transmissions at every event. Both problems needed to be addressed, so GReddy modified its turbo kit to accept a larger Garrett GTX3076R turbo. As for the transmission, through tons of research we decided on a Z33 swap. The swap had never been done before, so a significant amount of time was spent getting everything to fit and work together properly. The thin air at high altitude also

makes the cooling system less effective, so a huge oil cooler was installed along with coolers for the transmission and rear end. The car already had a dry carbon hood, roof, and trunk, so we lightened it further with dry carbon doors and acrylic side windows, plus added some new aero parts. We finished all the modifications in time to have one test session before packing the car up for transport to Colorado Springs. There were some teething issues at the track, but by midday the car was running strong.

What exactly happened last year?

The night before the race, we felt good. We knew the car was not 100 percent, but we could do no more. Out of time and out of spare parts.

The car started the race great. I remember watching the live timing with the rest of the crew. Our driver, Rob Walker, had a great sprint off the line, set a solid sector one time, quick sector two time, and then nothing. No posted time from sector three or four. Over the safety crew's radio we heard that our car had safely pulled off the road. Rob came over the team radio, "The engine just quit. I'm a few corners away from the end of sector



THE WHEELMAN

Robert Walker has been a regular in *Super Street*, having piloted the Evasive Motorsport FR-S at Pikes Peak before, as well as competing at our own Super Lap Battle. He was called on to pilot the Mackin FR-S last year, so we wanted to see what the experience was like in the driver seat.

How was Pikes Peak driving the Mackin car?

This was my third year at Pikes Peak with the Scion Racing team. Previous two years, we ran the Evasive FR-S, which relied heavily on aero for its speed. Running a new car at Pikes brings new challenges. We were able to shake down the car on the track before the event, but Pikes Peak is a very different form of a road course. The brakes, tires, and suspension had to be optimized, as Pikes is closer to a tarmac rally stage setup than a true time attack road course setup. The altitude impacts the car's performance due to the thinner air. The motor struggles to breathe at higher altitude and there is less airflow to keep the temperatures down. The aero is less effective above 10,000 feet, which the driver has to adapt for. The brakes are cold at the start and struggle to get adequate air to cool them at the very top. Choosing the right tire is also challenging due to changing weather conditions. The road has wet patches when the weather gets warmer and the snow starts to melt. Overall, the car has to be able to manage the changing weather, altitude, and grip level.

What are the Mackin FR-S' strengths and weaknesses?

It was built and prepared using experiences we learned from the past two years of running Pikes Peak. Its strength is its build quality and preparation done by the team to run the event. Having this confidence allows the driver to predict and trust the car's limits and extract its full potential. The Scion FR-S is also a strength as a base due to its compact size, lower center of gravity, and rear-wheel-drive platform. The weakness is making reliable power to compete at the top level. It's much easier to make a lot of power for time attack at sea level to last a few laps. But Pikes Peak requires reliability, cooling, and power to be competitive. We pushed the limits of the platform with the addition of forced induction this year and were able to show speed, but came short on reliability.

How did the FR-S handle?

The car's handling is one of my favorite things about the FR-S. We used KW three-way competition coilovers. The spring rate is lower than the typical road course settings to manage some of the surface irregularities at Pikes Peak. Everything is dialed in to run on the Toyota RR tires on the dry or with R888 for wet conditions.

Any last words?

Pikes Peak is a lot different than traditional race courses. Rather than being able to revisit the corner again, you only get one chance at it. You only get to run it once a year. Going against various terrains, surface conditions, weather, mechanical challenges, all these aspects make it a very unique event to attend and also makes it a very fun event for drivers. You have to respect the mountain and respect the course. But in terms of fear, I don't really fear the mountain or the course itself. I try to stay within the limits of the car and the limits of my driving ability.



three." Our race was over. Using our first two sector times and practice times for sectors three and four, we probably would have finished on podium but, hey, you need to finish to be on podium...

Data logs show a lot of knock in cylinder No. 1 and then failure in cylinder No. 1. The cause of the knock may have been engine internals or maybe even electrical. Looking at the front of the engine, it looks like it was under extreme heat. Almost seemed like we had a small engine fire but no signs of flames on the in-car video or on the underside of the hood. However, anything rubber or plastic near the front of the engine was either melted or scorched. We might never know if the cause of failure was first electrical and then mechanical, but for sure the engine suffered internal damage.

What's this year's plan?

Instead of staying with the FA20, we decided to install a built 2JZ. Yes, more weight, poor weight distribution, but reliable and capable of high horsepower. We completed the swap just before SEMA. It features a BC Racing 3.4L stroker kit, Garrett GTX4088R, GReddy intake plenum, and even beefier V-mount setup. We have also gone to the AEM Infinity. Many more suspension changes are on the way to deal with the heavier cast-iron block inline-six. We'll be doing another transmission swap as well, probably something with sequential shift. Pikes Peak is a 12.42-mile course with 156 turns—high horsepower and quick shifts will definitely help the car.

Expected power?

Our target is to make 800 whp on E85 at sea level. That will probably be low-700 whp at high altitude. Does not seem like much for a built 2JZ, but we are looking for quick spool, good throttle response, and wide powerband.

What's the goal, assuming everything goes as planned?

In the Time Attack class, a low-10-minute run will be solid for a podium. Jeff Zwart in his Porsche is incredibly fast, running 9:46.243 last year. The class record was set by Paul Dallenbach with a 9:46.001 in a Hyundai Genesis in '13.

Go get 'em! 🚩

Connect: mackin-ind.com, ppiic.com, scionracing.com

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DATSUN SHOW, CHEVY GO, YOU'LL BE SAYIN' "WHOA!"

WORDS **BK NAKADASHI**
PHOTOS **RILEY STAIR (YES, THE OWNER!)**

Now, he doesn't just like Japanese cars, or American ones, or coupes, or sedans, or something that fits into a clean, pre-defined category. He's not a marque partisan, and he doesn't insist that the alpha and omega of automotive goodness come from across an ocean or across the American plains. He cares not for the purity of keeping the engine and chassis in the same genetic line; he's installed a 12-valve Cummins diesel into his '49 Chevy shop truck, and he dropped a 2.5L inline-six into a late '60s Mercedes-Benz sedan. Riley just likes building cars.

And so while the California native had not built a Japanese car previous to the wraith seen here, it's not because he's excluded it from consideration. "I'd had my eye on the S30 Z for a long time," he says. "But they were getting harder to come by, and I didn't have the means or skill set to build one to my liking. Finally, I got to the point where it was time to do one, and I was ready."

That something? A '74 260Z, bought new by a little old lady and set aside in '89 when a head gasket blew at a tender 38,000 miles; the seller Riley bought it from had plans to restore it but ran into money woes. "It was and is completely rust-free—just a clean, original car," he says. "One of the problems with these cars was quarter-panel rot, but that was no big deal since I was gonna flare the fenders anyway. I was lucky to start with a good, solid car—the structural stuff becomes a real pain to repair, and I didn't want unforeseen issues to break my budget. Starting with a clean car means you're not just sinking your time into repairs—you get to do the fun stuff, too."



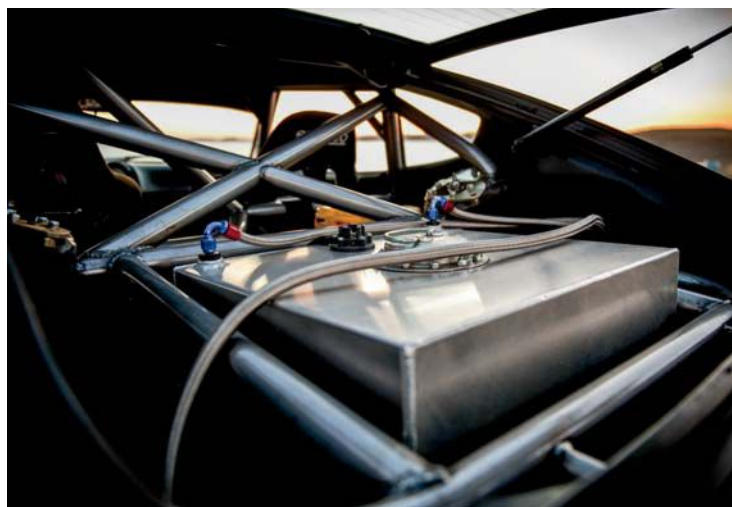


➤ Rear wing is an actual part from a GT1 class race car.

Fun stuff, like sliding 5.7 naturally aspirated, all-aluminum liters and 400+ horsepower worth of Gen III Chevy small-block under the hood. Let's eliminate the obvious positives here—that the dressed Gen III weighed about as much as the tragic 2.6L that came out while offering double-plus power, the lower center of gravity that a V-8 allowed over the upright six, the ability to center the engine's weight in the chassis because it's physically shorter. "Everyone wants to run a Toyota 2JZ or a Nissan RB26, and I wanted to stay true to my roots, rather than the car's. I was raised on eight cylinders; Dad always had cool hot rods. The unavoidable advantage is the power-per-dollar ratio. To match what I have here, 430 hp at the rear wheels, would have cost a lot more with a 2JZ or an RB26. I wanted a good exhaust note, some cam noise, and lots of power; the Chevy LS engine was the motor for me."

The actual engine Riley fell into, however, wasn't just any old LS: It was an LS6 out of an '02 Corvette Z06. "A friend of mine bought a wrecked Z06 with only 4,200 miles on it; it had been sitting in his shop ever since. I wanted LS power already, but this just sealed the deal." The basic engine was sound, but Riley rebuilt the top end to make a bit more power, starting with a Fast 92mm intake and throttle body, ditching the throttle-by-wire setup, an SLP 85mm mass air-flow sensor, and Fast 36-pound injectors feed the beast. He added a Vengeance cam with 0.604/0.608 lift at 0.050, Comp Cams trunion rockers, dual valvesprings and retainers, chrome-moly pushrods, MLS head gaskets, and ARP head bolts. "It's the highest-lift cam I could use in a 5.7L LS," Riley tells us. A dual 3-inch exhaust is fed by handbuilt long-tube headers with 1 7/8-inch primaries.

There's also the Gen III's set-it-and-forget-it factor. "The LS seems to be more reliable than a lot of computer-controlled cars, and that has to be a factor in its popularity," Riley figures. "I have lots of friends into drifting, and not only do they not make the power, they're always breaking. The LS is relatively untapped: It





"I was raised on eight cylinders; Dad always had cool hot rods."



>>The Z weighs in at 2,600 pounds with 430 hp, and you bet it can fly!



TUNING MENU '74 DATSUN 260Z

OWNER RILEY STAIR

HOMETOWN FOLSOM, CA

OCCUPATION FATTY BURNOUTS

ENGINE '02 GM LS6-spec Gen III OHV all-alloy V8; Fast 92mm intake and 92mm throttle body; SLP 85mm MAF; Vengeance high-lift cam with chrome-moly pushrods; Comp Cams trunion-upgraded rockers and dual valvesprings with retainers; Mellling high-volume oil pump; Walbro 255-lph fuel pump; 17-gallon fuel cell; Fast 36-pound injectors; MLS head gaskets; ARP head bolts; dual 3" exhaust with fabricated 1 7/8-inch primary long-tube headers; MSD ignition wires; Koyorad crossflow radiator; Flexalite e-fan; Optima Yellow top battery; Twisted Images aluminum battery tray

DRIVETRAIN '02 GM-spec Borg-Warner T56 six-speed manual transmission, all synchro, R200 rear with welded stock 3.54 gears

FOOTWORK & CHASSIS Ground Control coilovers, camber plates and lower control arms with adjustable TC rods; Koni coilover race inserts; polyurethane bushings

BRAKES Wilwood four-wheel-disc conversion with slotted and cross-drilled 12" rotors, four-piston front, dual-piston rear calipers; stainless steel lines

WHEELS & TIRES 15x8.5" -72 front, 15x10" -38 rear Work Meister CR01 wheels; 225/50R15 front, 235/50R15 rear Kumho Ecsta (street), Toyo R888 (track) tires

EXTERIOR ZG flares; Type 1 front air dam; custom front splitter with carbon winglets and canards; Mallen Alley carbon GT wing with custom ends; custom rear diffuser; Frenched headlights with black wire mesh stone guards; bodywork by owner

INTERIOR Sparco Evo 2 seats; Simpson SFI cam-lock harnesses; MOMO suede NASCAR steering wheel with Woodward quick release; Auto Meter Phantom gauges; Hurst shifter; Twisted Images hydraulic drift brake; Wilwood adjustable proportioning valve; hand-built welded-in roll 'cage; aluminum 17-gallon fuel cell



doesn't take much to get a bunch of power out. Hell, I could run it on 89-octane if I wanted—and the ability to fill it on pump gas is huge. Plus, at a steady freeway cruise, I'm still getting mileage in the high teens or low 20s." Part of that is the double-overdrive T56 six-speed pirated from an '02 Trans Am: Even with the 3.54 in a stock R200 differential, you're looking at cruising at 1,800 rpm at 70 mph in Sixth.

It's got a full interior, too: Despite the 'cage, it has a stock dash shape and console, working heat, a carpeted floor, and doors with factory-style panel and roll-up windows. It even has a dome light that still works. "One of the goals was to get a race car feel—that bucket seat with harnesses and tubing all around you—but not to gut it and make it a full race car. I didn't want to have to put on a helmet and firesuit to drive it; I wanted to be able to drive it to work if I had to, while bridging the gap between street car and race car."

Period road tests gave the Z06 a 0-60 time of less than 4 seconds and a mid-12-second quarter-mile, so with its smaller envelope, and given enough traction, this S30 should handily beat those times: "With the 'cage, I figure I'm right around 2,600 pounds wet," Riley estimates. That's a cool quarter-ton less than the Vette, with a stiffer chassis and 430 horses at the rear wheels, not the flywheel-like power measured in Detroit. "Roll into it, and it destroys the tires till you bounce off the limiter. The cam builds from 4,000 to 7,200 rpm, rev-limited at 7,000 rpm. The recommended piston valve clearance is 0.090; I'm at 0.026. I couldn't change the rear ratio; I don't get traction in first, second or third gears as it is. If I put more gear in it, it would be almost undriveable. It could use more tire—it's got the widest rubber I could find, but to be honest traction isn't as fun as smoking the tires." Which might explain why Riley has chewed through three sets of rear rubber inside of about 200 miles. Hooning about has its costs.

The wing on the hatch is a genuine wing used in GT1-class racing competition; it looks wild, but it works—so much so that Riley had to build a front splitter just to prevent the nose from

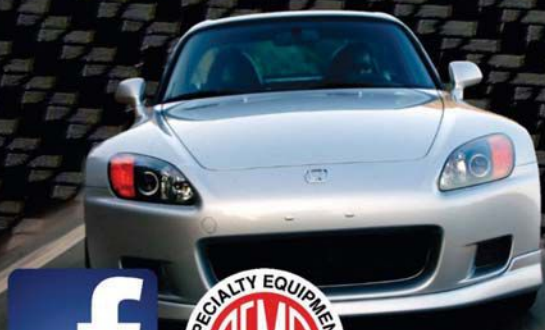


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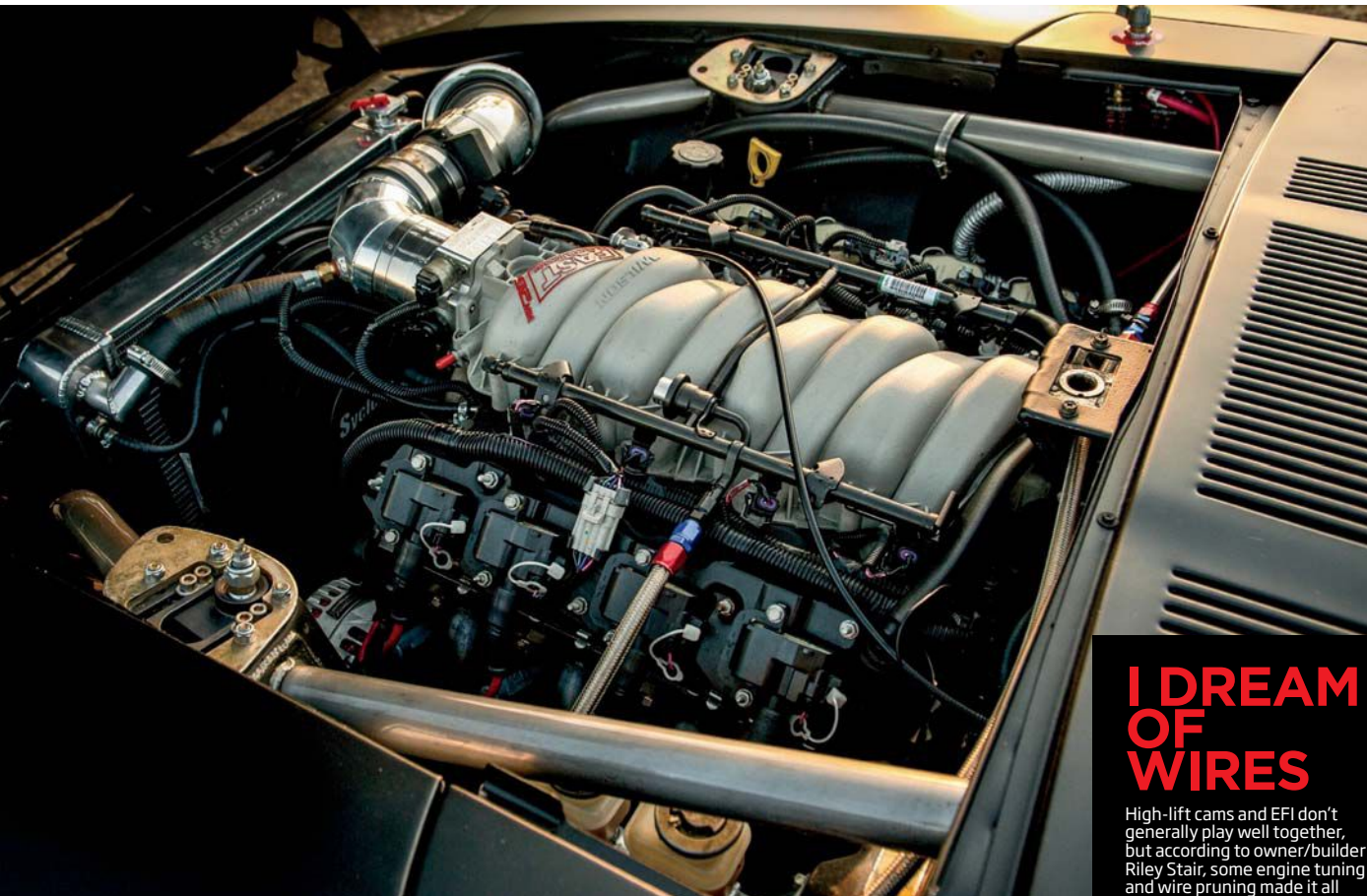
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getting light at triple-digit speeds. But for every obvious touch (flared fenders), there is something subtle, almost invisible: Riley frenched the headlights on his Z. Frenching (or tunneling) is one of those things your great-grandpa did to his '49 Mercury back in the day: The light is recessed into the fender for a smoother look. With the advent of flush lights in the '80s, the need for frenching slowly

disappeared; here, it's a subtle touch on a car that's, well, not so subtle.

Everything you see here (save for the wiring as described earlier and the application of the satin black paint, executed at Precision Auto Body in Sacramento) was Riley's doing. His concept, his execution. The rear diffuser? He made that. Motor mounts? Home-built. The 'cage'? Pieced together himself from 140 feet of tubing. Not a whole lot out of a catalog for this sort of conversion (yet), so there's a lot of hand-fettling here. But that's OK. Because Riley Stair likes building cars. Perhaps you've heard. 📺



I DREAM OF WIRES

High-lift cams and EFI don't generally play well together, but according to owner/builder Riley Stair, some engine tuning and wire pruning made it all work in this LS-powered S30. In fact, the LS6 as seen here is still running an OBD-II port. Riley credits Mark Romans at Don's Motor Machine in Carmichael, California, for making it all work. "He took the harness apart—stripped it all down. GM harnesses are simpler than on some other cars, and a lot of it is emissions related. I'm only running the pre-cat O2 sensors, for example, since this car has no cats, you can go in and remove the entire pin from the ECU. When it's tuned, it doesn't even know it's supposed to have rear O2 sensors. The TPS and MAF sensor are operating as they would. The Z06 was a throttle-by-wire car, so I took out the electric throttle body and pedal and converted it to drive by cable, then removed the portion of the harness dedicated to the throttle-body sensor and the accelerator pedal. We also removed the alarm and the EWS. The tuner had to leave all of that information out when he re-flashed the computer. The good news is, pretty much any problem you have, you can Google it and come up with an answer. The LS world really made things a lot easier. The engine still thinks it's in a Corvette."

WHAT IS THE LS6?

GM's new-age replacement for the eternal small-block Chevy, known as the Gen III small-block V-8, launched with the '97 Corvette; it shared the outgoing engine's 5.7L metric displacement, but was 346 ci rather than the traditional 350. In base 345hp form, the first Gen III approached 1 hp per cubic inch—an old-timey yardstick that had not been seen in a naturally aspirated engine in some decades. The Gen III was a blend of old-school and modern thinking: two-valve OHV pushrod orientation with all-aluminum construction, coil-on-plug ignition and throttle-by-wire acceleration. Its alphanumeric code designation: LS1. The Gen III went on to replace the old small-block Chevy in everything, including trucks, into the start of the new millennium.

You'd think that whatever came next after the LS1 would be called LS2, but no: The first leap forward for Gen III performance was called LS6. Confusing on its face, but marketing surely had something to do with this: Chevy had another LS6 V-8 in its lineup some three decades previously. At 450 (gross) hp in 1970, Chevy's 454ci LS6 V-8 was among the most feared production V-8s on the street; it was certainly rated higher than anything else, including Mopar's Hemi and Ford's Boss 429. It lasted only a year, but was long revered among your grandparents as one of the most potent engines ever available in a street car. Borrowing the name couldn't be a bad thing.

The Gen III's first high(er)-performance derivative came in the '01 model year, in the Corvette Z06 package: The LS6 still displaced 5.7 liters, but was rated at 385 hp. Small openings were cast between cylinders, to improve main web strength and to help eliminate excess air. The pistons, cast in durable M142 aluminum alloy that was stronger than what was in the LS1, were re-shaped to both reduce noise and increase efficiency. A new pent-roof combustion chamber, ports cast with higher tolerances for increased thermal and volumetric efficiency, and 10.5:1 compression (up from 10.1:1 in the LS1) were expressed with red engine covers that slot in over the on-plug ignition coils.

There's more. Exhaust manifolds were redesigned, with thinner walls to lighten things up slightly. A new billet-steel camshaft opened valves more quickly, and for a longer duration than stock, and valvetrain rates were increased as well. Fuel injectors are 10 percent larger than those on the LS1, the PCV valve was relocated, and the aluminum valley cover had specific baffles and drainage, designed to improve the oil system's capabilities under vigorous and sustained cornering.

That was the first Gen III LS6. For 2002, GM's engineers made another round of improvements that simply weren't ready and battle-tested for the Z06's launch. The mass airflow sensor had a gridwork designed to smooth airflow; this was eliminated and was paired with a larger air cleaner housing. A pair of small catalytic converters was removed to reduce exhaust backpressure. More attention was paid to the valvetrain: The valve stems were now hollow, though the exhaust valves were filled with a liquid designed to aid in heat transfer; valvesprings grew stronger again; camshaft lift was increased to the highest ever built into a factory small-block Chevy V-8. This version of the LS6 lived on in the Z06 as well as the first year of the Cadillac CTS-V.

And just like that, you had 405 hp at the flywheel, fully dressed. That makes 1.17 hp per cubic inch—well above the 1-horse-per-cube metric often used to factor a performance car. All of that, plus buyers got a three-year, 36,000-mile warranty from the factory. Today, of course, GM puts 400+hp V-8s in its SUVs just to lug their lardy 5,000-pound asses around town. But in a 3,300-pound two-seater, more than a dozen years ago, that kind of factory-warranted power was mind blowing.

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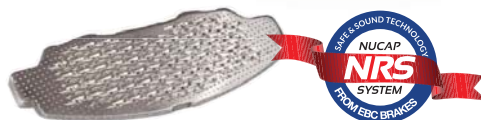
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ALL-OUT ATTACK

SCENE: SUPER LAP BATTLE X GLOBAL TIME ATTACK FINALS; BUTTONWILLOW RACEWAY PARK - BUTTONWILLOW, CA

WORDS Justin Banner, Sam Du
PHOTOS SS Staff

It's one of the few bastions of unlimited, all-out racing. Truly a contest of both driver and engineer, time attack racing is growing in popularity (once again!), and the granddaddy of North American time attack, our very own Super Lap Battle, celebrated its 11th anniversary last November with a record turnout. Over the last few years, we couldn't have done SLB without the help of our presenting sponsor Continental Tire, as well as our event partner Global Time Attack. And at last year's grand finale, across all categories, the fast continued to get faster, and historic records once again fell.

»THE WHO'S WHO

All the big names in today's time attack community were present—like Jeff Westphal, running the Professional Awesome/Fortune Auto Mitsubishi Evo in Limited Class. Last year, he set a new overall world record in the Unlimited Class piloting the GST Subaru—competing in Limited class this year didn't slow him down...

Daijiro Yoshihara, famed for going sideways, looked to bring Spoon Sports a new record in its Honda Civic Type R. The '12 Formula Drift champ has been known for all types of driving, having competed in our FR Shootout before, as well as the MotoIQ Pacific Tuner Car Championships, Global Time Attack, 25 Hours of Thunderhill, and several other competitions. It's guys like him who show us drifters can shine in more than just one form of motorsport.

Of course, there were also the usual suspects who have been racing time attack for quite a while. John Carson in his wild-looking Evo, Mark Jager who was finally able to get his Subaru STI finished, Kevin Parlett in his Infiniti G35 brining the luxury crowd over, Tony Szirka with the nearly rear-seat-driven UMS Tuning Evo, and even longtime Honda Challenge driver Edik "Edo" Stepanyan brought out his Acura Integra, looking to spank some turbo cars in his all-motor challenger. Needless to say, it was a stacked crowd this year!



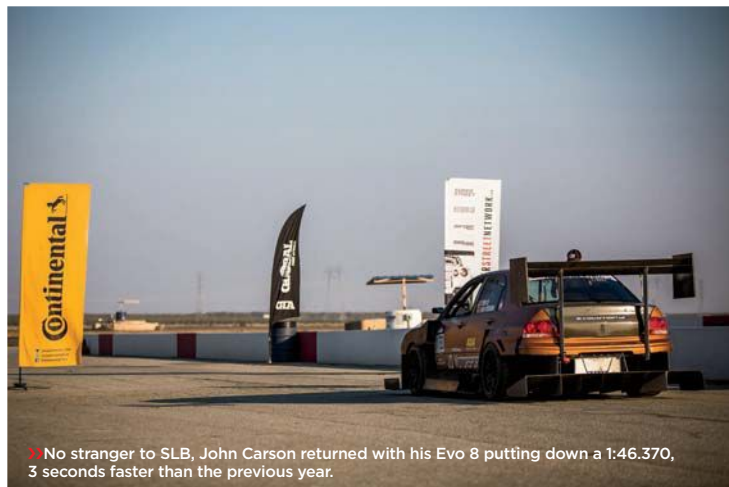
» Ryan Novak's sweet EK finished with a 1:55.975 in the Unlimited FWD Class.



» Finishing with a 1:48.1 in '14, Graham Downey came back strong shaving nearly 3 full seconds with a 1:45.541.



» We're used to seeing Will Wattanawongkiri in his 240SX; however, this year he brought out his FC RX-7, which posted a 1:50.854 in the Limited RWD Class, finishing second.



» No stranger to SLB, John Carson returned with his Evo 8 putting down a 1:46.370, 3 seconds faster than the previous year.

>>>FRESH MEAT

The experience and tough competition from the veteran drivers didn't stop some new blood from showing up. Jessi Lang from *Motor Trend* came out in her Subaru WRX to try her hand at Super Lap. In the Street Class, Kenny Chieu—who we normally see sliding a Toyota MR-2 Spyder in Top Drift—brought out HPS Performance's '15 Ford Mustang for some testing. Matt Johnson from Yokohama Tire drove the A'PEXi/Yokohama Lexus RC F, giving the new chassis a workout. Finally, while not new to time attack, Cody Kishel was the man most were told to watch in Unlimited Class. He's certainly a quick driver and was out to prove it in the Limitless Racing Corvette Z06.



>>>Was a pleasure watching Matt Johnson's Lexus RC F (outfitted with only simple upgrades such as A'PEXi dampers, Swift springs, Project Mu pads) lap Buttonwillow in the Street Class.

>>>Keeping the old school alive, Clint Boisdeau was flying around Buttonwillow in his EF with a fastest time of 1:54.760.



>>>HPS Performance Ecoboost 2.3L Mustang. With simple bolt-ons, the 'Stang was surprisingly quick with a 2:00.936.



>>>Quite possibly the most impressive Unlimited FWD car was Edo Stepanyan's DA Integra with his 1:51.617. Why's that? Well, the podium drivers in Unlimited FWD were turbocharged while Stepanyan brought the all-motor power to a podium finish and just over 6 seconds slower than Daijiro and only 2.372 seconds slower than James Houghton.



>>>New to Super Lap, we welcomed Roma Racing and its 500+whp Evo 9, which came in second in the Unlimited AWD Class with a 1:53.482.



>>>This S2000 was built strictly for Super Lap, and while Dom Bautista didn't have competition in the Enthusiast RWD Class, he managed to beat the existing record with a 1:55.518.



>>>To put things into perspective and understand how fast these SLB competitors really are, Ryan Novak took out his 360 for some hot laps and clocked a fastest lap of 1:56.7.

RACE IN PARADISE IVO

We'd like to remember Ivo Mitkov from Renner Motorsport. Ivo has been a regular competitor at our Super Lap Battle with his '98 Subaru Impreza RS—a car that was also featured in the October '14 issue. He sadly passed away less than a month after Super Lap Battle at Buttonwillow Raceway during another race event. He was a great friend, an amazing driver, and a role model to many in the industry. Our prayers go out to his twin sons and wife.



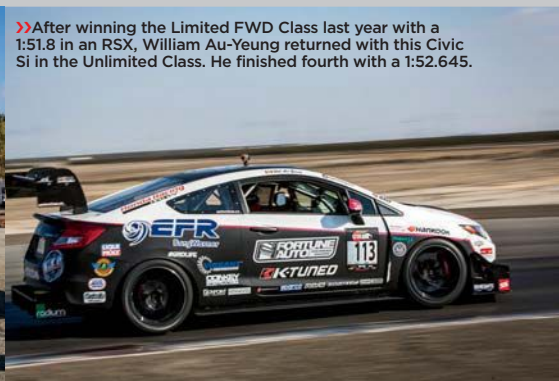
>>CANADA, EH

Finally, it was hard to miss Team Canada this year with three drivers on the roster, including Chris Boersma and Will Au-Yeung along with James Houghton. Not only did they bring the Canuck Pride, but Honda Pride as well—Chris in his Civic coupe, Will in a Civic Si, and James in his Integra.

>>Finishing behind Dai in Unlimited FWD was Canadian James Houghton and his Integra.



>>After winning the Limited FWD Class last year with a 1:51.8 in an RSX, William Au-Yeung returned with this Civic Si in the Unlimited Class. He finished fourth with a 1:52.645.



>>WINNER, WINNER CHICKEN DINNER

Five records were broken in total, starting with the Enthusiast Class RWD. Dom Bautista in the Auto Function Honda S2000 set a new record with a 1:55.518, nearly 3 seconds faster than the previous record held by Amir Bentatou in his E36 M3 from '14.

Chris Boersma brought home a class win and new record for Street Class FWD in his Honda Civic SiR with a 1:52.122. This was more than 4 seconds faster than the previous record held by Godspeed's Ken Suen and his Civic from the previous year.



>>In Limited Class AWD, Jeff Westphal set a new record with a 1:42.694. If that wasn't amazing enough, the car only turned a single lap, and that's all it took to set a new Limited AWD record time. He battled car issues over both days and a fire on the final day. Mike Warfield stated that if there was a driver who could pull that off, it would be Westphal—and he didn't disappoint. By the way, that's only 3.727 seconds slower than his Unlimited AWD record in '14 and nearly that same amount of time (3.676 seconds) separated him from John Carson in the JD Motorsports/Carson Racing Evo.



>>Tony Fuentes in his Auto Function S2000 also set a record in Street Class RWD with a 1:48.802, beating out Rif Dagher in the Platte Forme AG C7 Corvette Stingray; 3.685 seconds separated the two drivers.



>>First place in the Street FWD Class was Chris Boersma in his turbocharged Civic SiR. The car was a straight rocket, setting a new record with a 1:52.122.



>>In Unlimited Class FWD, Dai Yoshihara brought home a class record for Spoon Sports in the Civic Type-R with a 1:45.585. This was a huge victory for the team, as they missed breaking the record last year set by Chris Rado's Scion tC in '10. Dai did not disappoint, defeating Rado's time by more than a second.

FASTEST OF ALL-TIME

- 01 - 1:38.967 - **Jeff Westphal** - GST Motorsports Impreza - U AWD - 2014
- 02 - 1:40.379 - **Billy Johnson** - FXMD NSX - U RWD - 2012
- 03 - 1:40.417 - **Cole Powelson** - Lyfe Motorsports GT-R - U AWD - 2014
- 04 - 1:41.046 - **David Empringham** - SSE EVO - U AWD - 2010
- 05 - 1:41.925 - **Cody Kishel** - Limitless Racing Corvette - U RWD - 2015
- 06 - 1:42.694 - **Jeff Westphal** - Professional Awesome EVO - L AWD - 2015
- 07 - 1:43.523 - **Nob Taniguchi** - HKS EVO - U AWD - 2007
- 08 - 1:44.372 - **Tarzan Yamada** - Cosco WRX - U AWD - 2008
- 09 - 1:45.541 - **Graham Downey** - Blacktrax S2000 - U RWD - 2015
- 10 - 1:45.552 - **Tarzan Yamada** - Crawford Performance STI - U AWD - 2009

TIRE CLASS BREAKDOWNS

The Unlimited Class allows any DOT tire, and also allows Racing Slicks.

The Limited Class cars must use DOT-approved treaded tires with a minimum UTQG-rating of 80 or higher.

The Street Class cars must use DOT-approved treaded tires with a minimum UTQG-rating of 140 or higher. And Maximum tire width is AWD: 255, RWD: 285

The Enthusiast Class cars must use DOT-approved treaded tires with a minimum UTQG-rating of 220 or higher. And Maximum tire width is AWD: 255, RWD: 285

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19x8.5, 19x9.5

NEW



Interflow

Metallic Silver

16x7.5, 17x8, 18x8, 19x8.5,
19x9.5, 20x8.5, 20x9.5

>>QUICKEST OF '15

Finally, the fastest driver of the event didn't go to an AWD car. Instead, it went to the Unlimited Class RWD with Cody Kishel in the Limitless Racing Corvette Z06. His lap time of 1:41.925 was enough to take it away from Jeff Westphal for '15. Even more impressive was that on his final lap, he was tracking to be faster but was cut short when four cars became disabled on track. It was deemed too dangerous to continue in the final session of the day. Warfield, who stuck around for the entire event to support his friends and time attack family, felt Kishel had a really good chance to dip into the 30-second mark if he was able to put together a lap, but it just wasn't meant to be.

>>Cody Kishel's Z06, the fastest car of the day.



SUPER LAP BATTLE RESULTS

UNLIMITED AWD

TIME	TEAM	DRIVER	CAR
1. 01:46.590	UMS Tuning	Tony Szirka	Mitsubishi Evo
2. 01:53.482	Roma Racing	Jean Pierre Amor Rombaut	Mitsubishi Evo
3. 01:55.971	Narvaez Racing	Roy Narvaez	Mitsubishi Evo

UNLIMITED RWD

1. 01:41.925	Limitless Racing	Cody Kishel	Chevrolet Corvette Z06
2. 01:45.541	Blacktrax - Romax	Graham Downey	Honda S2000
3. 01:49.958	Blacktrax	Tom Tang	Honda S2000

UNLIMITED FWD

1. 01:45.585*	Spoon Sports USA	Daijiro Yoshiara	Honda Civic Type R
2. 01:49.245	R-Division	James Houghton	Acura Integra
3. 01:51.617	Edo Motorsports	Edo Stepanyan	Acura Integra

LIMITED AWD

1. 01:42.694*	Fortune Auto	Jeff Westphal	Mitsubishi Evo
2. 01:46.370	JD Motorsports Carson Racing	John Carson	Mitsubishi EVO
3. 01:46.970	Lost Art/Yimi Sport	Mark Jager	Subaru STI

LIMITED RWD

1. 01:47.472	Evasive Motorsports	Robert Walker	Scion FR-S
2. 01:50.854	WWR Racing	Will Wattanawongkiri	Mazda RX-7
3. 01:54.457	Platte Forme AG/Maxxis Tires	Toan Nguyen	BMW M3

LIMITED FWD

1. 01:57.841	427 Garage	Mike Hatten	Acura Integra
2. 02:06.154	WRD	Cory Wells	Honda Prelude

STREET AWD

1. 01:55.164	Yimi Sport	Ken Kasitz	Subaru WRX
2. 02:00.278	Nightmotorsport	Istvan Klag	Subaru STI
3. 02:00.286	Snail Performance	Travis Barnes	Subaru WRX

STREET RWD

1. 01:48.802*	Auto Function	Tony Fuentes	Honda S2000
2. 01:52.487	Platte Forme AG	Rif Dagher	Chevrolet C7 Corvette
3. 01:56.584	Karla Pestotnik Racing	Karla Pestotnik	Honda S2000

STREET FWD

1. 01:52.122*	Boersma Racing	Chris Boersma	Honda Civic
2. 01:56.549	Nemo's Garage	Yuta Akaishi	Honda Civic
3. 01:58.463	Chewerks	Robert Choo	Honda Civic

ENTHUSIAST AWD

1. 02:03.924	Slobaru	Cody Gilbert	Subaru STI
2. 02:05.738	Snail Performance	Markos Mylonas	Subaru WRX
3. 02:21.910	The J-Turn	Jessi Lang	Subaru WRX

ENTHUSIAST RWD

1. 01:55.518*	Autofunction	Dom Bautista	Honda S2000
---------------	--------------	--------------	-------------

ENTHUSIAST FWD

1. 02:21.911	#rooneyspeed	Bret Nicoletti	Mazdaspeed 3
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>>GIRLS DRIVE FAST, TOO!

We mentioned Jessi, but she wasn't the only girl attacking Buttonwillow. Sally McNulty from Snail Performance drove one of the Street Class WRXs for the Arizona-based team.

Sally was joined by Karla Pestonik, who campaigns her own S2000. Karla was putting down some decent lap times despite being injured! She will be a driver to contend with in the Street Class for this year. 🏆



>>Sally McNulty in her WRX finished with a 2:01.289 best.



>>Karla podiumed in the Street RWD Class with a 1:56.584. Nice job!

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- Daisy chain connection



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- 100°F to 300°F reading
- 30 LED outer ring reading
- Daisy chain connection



**Water Temp
Gauge**

- 100°F to 300°F reading
- 30 LED outer ring reading
- Daisy chain connection

Relentless



Less Rabbits

THE RESULT OF A SIX-YEAR
JOURNEY FOR ROBBY
BOUCHER AND HIS FIRST
AND ONLY PROJECT CAR

WORDS Steve Enomoto PHOTOS Dax Rodriguez



**"I actually assembled the initial single turbo stuff and V-mount setup in a gravel parking lot."
- R. Boucher**

Ever heard of the phrase, "built not bought"? Of course you have, because it's one of the most overused phrases in the car industry, especially when we're talking about the hard work it takes to achieve the perfect project car. But while it may sound cliché, it's a phrase that goes a long way for those who not only understand their vehicles inside and out, but also make all the sacrifices in the world for their beloved project. Hearing Robby Boucher talk about the struggles with his Mazda RX-7, we can't help but have a lot of respect for him. He's endured a six-year journey from not knowing how to turn a wrench to rebuilding and fixing basically every inch on his FD3S.

If you're brave enough, it's not entirely crazy to purchase a high-mileage rotary as a new daily driver. In Robby's case, this was his dream car after seeing how timeless the design was as well as the attractiveness of the rotary platform. But like with any used and abused sports car, an RX-7 will require a lot of attention, love, and support. You simply can't hop in and drive it like a Honda, but you have to be prepared to handle the unexpected and be ready for the consequences.

Robby learned about his FD the hardest way possible when first the stock twin turbos blew up, a second time when the electronics took a dump, and third time when the coolant seals on the motor cooked. Left without a car at many times, Robby was forced to walk to work just so he had enough money to afford spare parts, let alone enough in the bank to pay for his college tuition. Through struggles like this, he developed the strength to persevere and also self-taught himself the technical know-how to wrench on his own car.

Today, the 13B-REW purrs like a crouching cougar that just woke up from a long snooze. Once twin-turbo and tuned via A'PEXi Power FC, it has been replaced with a single A-Spec GT35/40 ball-bearing hybrid turbo that's controlled via a Haltech ECU. The refreshed rotary now has a powerband that





» Rare stickers from Japan Robby picked up during his travels overseas.



"When the car was down, I walked to work and school for two months. It was a rough time scraping by." - R. Boucher

is strong in the midrange with a nice, linear torque curve.

The exterior is influenced by Robby's short time in Japan, where he witnessed how drifters dressed up their rides. "I've always felt the thing that sets apart cars in Japan from the U.S. is their unique ability of matching parts," he explained. "Individually, some of these parts kind of suck, but somehow and someday, when put all together, they amaze everyone." This sounds good to most of us, but there's a double standard with this theory. When the Japanese perform flamboyant modifications and mix 'n' match parts, it's praised; however, when they see foreigners do the same treatment to the same vehicles, many view this as blasphemy. Maybe they think we're biting their style, but diehard enthusiasts just don't care and continue to keep JDM car culture alive. The outcome in Robby's case is a right-hand-drive conversion, Lambo doors, and authentic JDM parts. The aero, such as the Msports pieces and modified RE-Amemiya taillight covers, were imported directly from Japan. More details were added to follow suit such as the Ganadors, custom roof wing, LED tails, and Voltex diffuser.

There are plenty other cool touches that Robby completed such as the "flaked out" House of Kolors color he and his father painted themselves, the modified knuckles, or the ultra-rare JDM stickers. But in the end, the most important thing to take away is his relentlessness to follow his dream, sacrifice, learn the ropes, and build the car he always wanted—not buy it. 🇺🇸

TUNING MENU '93 MAZDA RX-7

OWNER ROBBY BOUCHER

LOCATION AUSTIN, TX

OCCUPATION BELIEVER AND A DOER

POWER 380 hp; 340 lb-ft of torque

ENGINE 13B-REW stockport; RA Super Seals; solid corner seal set; OEM side seal; S5 turbo rotors; GReddy/TF Works pulleys; A-Spec GT35/40 turbo kit, long runner manifold; 45mm Turbosmart wastegate; custom V-Mount with modified Koyo radiator; modified TRUST intercooler and Type R blow-off valve; dual 25-row Setrab oil coolers; Mocal thermostat; 850/1650cc injectors; Aeromotive fuel pressure regulator; Supra TT fuel pump; LS1 ignition coils; Streetfire wires; NGK spark plugs; FC3S coolant AST delete; Rotary Performance 3" exhaust; candy red engine bay

DRIVETRAIN Pettit Racing ultralight flywheel; Exedy clutch

ENGINE MANAGEMENT Haltech Platinum Sprint RE, boost control; Defi Advance BF gauges; ARC 8000D switch panel; AEM UEGO wideband O2 sensor

FOOTWORK & CHASSIS Stance coilovers with 14k springs; David Campo (KG Made) modified knuckles; Part Shop Max S14 inner tie rod; Abercrombie Motorsports S14 outer tie rod; ABS delete kit

WHEELS & TIRES 18x9.5" +22 front, +14 rear Gram Lights 57 Maximum wheels; 225/40R18 Federal tires

EXTERIOR Msports Japan front bumper, Type B canards, side skirts; Fancy Logic hatch wing, 1-Off Lace tail lights; modified RE-Amemiya taillight covers; modified Voltex diffuser; ORIGIN Labo front splitters; Supermade hood events; Ganador Super Mirror; Chargespeed 99 Combo lights; clear side markers; Lambo door kit; custom House of Kolors Kandy purple with Rainblow flake

INTERIOR right-hand-drive conversion; Bride Artis II driver seat; Nardi steering wheel; Cusco Safety 21 seven-point rollcage; OE R1 cloth passenger seat; Mazdaspeed shift knob

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SCENE: WORLD TIME ATTACK CHALLENGE; SYDNEY MOTORSPORT PARK - SYDNEY, AUSTRALIA

WORDS Matt Greenop
PHOTOS Alastair Ritchie

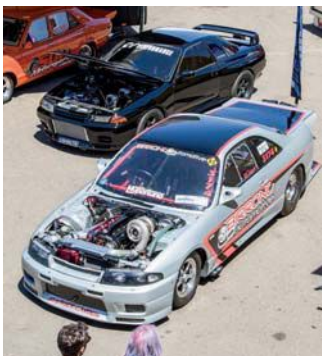
The racers, team players, and engineering madmen behind the vehicles of the World Time Attack Challenge, which ran October '15 at Australia's Sydney Motorsport Park, are not only singularly focused on speed and consistency. Those at the sharp end of this rapidly growing discipline take it to the ragged edge—110 percent. It's now been running for five years on the circuit—formerly known as Eastern Creek—and has become a chance for teams across four classes to test their time attack machinery, year-on-year. Not only does WTAC attract the very fastest cars from around Australia, it hauls them in from around the world. Like any form of racing with a benchmark factor like this, the tendency is for things to escalate quite quickly. Competing tuners, engineers, and drivers all want to do better than last year—and preferably do it faster than anyone else.



»RB-powered beauty!



» There's also a very popular Show 'N Shine portion of WTAC which includes some fantastic cars such as this Rocket Bunny Silvia.



» There's also a Turbo Legends display which puts rad retros on the track.

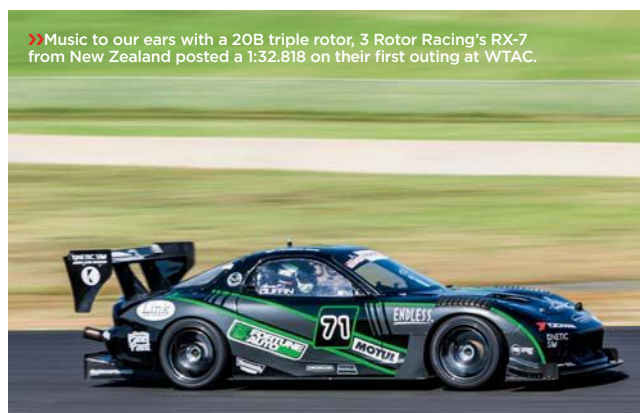




>>A look at second place finisher RevZone with its Lancer Evo IX piloted Eiji 'Tarzan' Yamada. Amazing a FWD Civic was able to scoot by 'Tarzan' by a mere hundredth.



>>Open class is regarded as one of the most exciting fields to watch with 30 tough competitors and a 'lil less restriction than Clubsport. The '15 class saw its first FWD car in history take the gold as the JDM Yard/Hardrace Civic piloted by Adam Casmiri defeated a field of Skylines, Evos and other AWD/RWD cars – even faster than 'Tarzan' Yamada in the RevZone Lancer Evo IX! It's claimed to be making 550hp using a supercharged K24.



>>OPEN (30 TOTAL COMPETITORS)

- 1 JDM Yard
- 2 RevZone EVO
- 3 Powertune
- 4 Evolution Industries
- 5 Insight Motorsport S2000
- 6 Team Sparta
- 7 3 Rotor Racing
- 8 Road Track Rally

Adam Casmiri (NSW)
Tarzan Yamada (JPN)
Dean Lillie (NSW)
Paul McKinnon (NSW)
Steve Glenney (NSW)
Nicholas Kalis (NSW)
Andy Duffin (NZ)
John Boston (VIC)

Honda Civic
Mitsubishi EVO 9
Nissan R34 GT-R
Porsche 944 Turbo
Honda S2000
Mitsubishi EVO 9
Mazda RX-7
Mitsubishi EVO 10

1:30.7010
1:30.7170
1:31.4558
1:31.5680
1:31.7330
1:32.8070
1:32.8180
1:32.8380

>>Competing for the first time was the Integrated Motorsport GT-R that finished 18th. The R34 featured a TOMEI RB28 block, HKS turbos, MoTeC standalone and custom aero, we expect them to finish stronger later this year.

>>The Clubsprint class represented the largest class at WTAC. It had the most grassroots, entry-level field which consisted of many street cars that drove to the event. Our hats go off to Daniel Meredith in the BYP Racing Civic. The EK is powered by a K20/24, then boosted via a Rotrex blower making 450hp. Other highlights include a Hondata ECU, Brembo brakes, massive front 285-series tires and a curb weight under 2,200lbs with Daniel in the car.

The hero class—Pro—is home to the most serious machinery, with extraordinarily complex body kits, super-lightweight materials, and NOS-fed engines putting down in excess of 1,000 hp. There are few restrictions, but running DOT-spec tires is mandatory and a factory floorpan is a major, influencing the design of the cars and keeping space frames and monocoque setups off the table. This doesn't alter the fact that the outright hardtop lap record around Motorsport Park is held by Tilton Interiors Mitsubishi Lancer Evolution driver Garth Walden, and finishing the first day right up top of the leaderboard was a signal he wanted to win again.

The most serious challenges to the



>>CLUBSPRINT (36 TOTAL COMPETITORS)

1	BYP Racing	Daniel Meredith (NSW)	Honda Civic	1:39.4470
2	Tunehouse	David Lord (NSW)	Subaru WRX Sti	1:39.9400
3	SuperPro Evo	Jason Naidoo (NSW)	Mitsubishi EVO 8	1:40.0860
4	John Richardson	John Richardson (VIC)	Nissan R33 GTS-T	1:41.3110
5	Royal Purple/IS Motor Racing	Chris Tiqui (NSW)	Mitsubishi EVO 9	1:41.8820
6	Team EXE OTR	Jim Seng Tu (VIC)	Mitsubishi EVO 9	1:42.0230
7	Tunehouse	Josh Muggleton (NSW)	Toyota 86	1:42.3400
8	Keeley Motorsport	Scott Stewart (QLD)	Mitsubishi EVO 6	1:42.6160

>>While not in winning contention, Luke Ryall and his 410whp B20-powered Civic cut two seconds from its previous outing to 1:35.509.



>>Second place belonged to Chris Alexander and the CJA Motorsport carbon R32 GT-R. The team shed over four second from its previous outing.



>>Nicknamed "The Hulk", Jason Wright's WRX was the lone Subaru in the Pro Am class. With a new engine and aero package, he shaved a second off his '13 time to place 5th with a 1:31.447.



>>Wasn't all good news for Team Endless Japan. We had high hopes for their 600hp FD3S, but driver Atsushi Shimaya experienced technical issues followed by a failed engine. This resulted in its fastest time being 1:32.961, but we still love how it looks though!



>>Pro Am is just a step below Pro Class, just with no pro drivers allowed. But these drivers and cars are still pretty much top notch as the podium only saw sub-1:30 lap times. The Pro Am class winner, Mick Sigsworth in the all-carbon PMQ Racing Evo finished third fastest overall behind Garth Walden and Under Suzuki.

>>PRO AM (8 TOTAL COMPETITORS)

1	PMQ Racing	Michael Sigsworth (QLD)	Mitsubishi EVO 9	1:25.7570
2	CJA Motorsport	Chris Alexander (QLD)	Nissan R32 GT-R	1:28.2790
3	Mighty Mouse 101	Robert Nguyen (QLD)	Honda CR-X	1:29.5170
4	Pulse Racing	Fisher/McKinnon (NSW)	Mitsubishi Evo	1:31.0260
5	Autotech Engineering Hulk	Jason Wright (NSW)	Subaru WRX Sti	1:31.4470
6	Team ENDLESS	Atsushi Shimaya (JPN)	Mazda RX-7	1:32.9610
7	53Thirty	Luke Ryall (QLD)	Honda Civic	1:35.5090
8	Godzilla Motorsport	Nathan Townsend (QLD)	Toyota Supra	1:39.0150

Tilton's winning ways were MCA Suspension's fire-breathing Nissan Silvia S13, the ill-fated Scorch Racing's S15, and a rogue Porsche that looked that like it could have been a Le Mans Prototype-class sports car in a previous life.

Australian weather was also pretty keen to keep a handle on lap times as well—track temperatures at warmest were knocking around 122 degrees Fahrenheit at their warmest, half that at their coolest. This drastically reduces the chances of finding a middle ground that makes for a suitable thermal compromise for both tires and turbos—and then there's what the "wrong" wind can do to aerodynamics.

The other three classes—with restrictions added to engine outputs and much, much, more—are slightly more immune to the dramas that a bit of Sydney's random weather patterns can throw out.

Possibly the purest class is Clubsprint, essentially a street car class, taking Time Attack back to its roots—a bunch of guys and girls putting the hammer down for a bit of a glory. This is the largest, and obviously the cheapest, class to get involved in.

When you consider that half a million Aussie dollars has been spent on some of the Pro campaigners, the attraction of Clubsprint is obvious. Next up the power pile comes Open, which allows aero kits, up to 15 percent weight reduction, carbon-fiber panels, and more. It's another large class, as the benchmark isn't akin to a low-flying F22 as with ProAm, the next level, or the wild and wicked Pro.

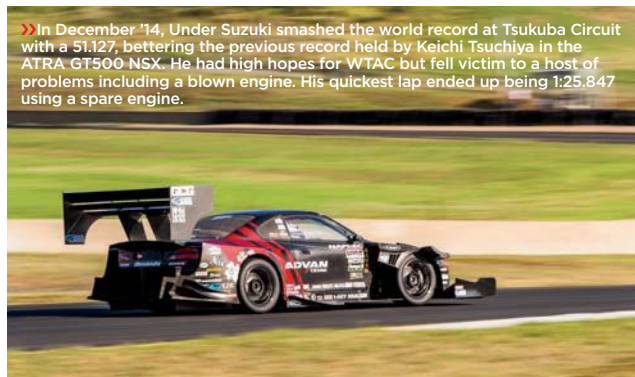
But the class sticker on a rear quarter-window certainly doesn't dictate how serious your Time Attack ambitions are—



>>>While we have an Unlimited class in our Super Lap Battle Finals, the Pro Class at WTAC brings out the best of the best from the other side of the world. The most experienced and feared team is Tilton Interiors with its Evo 9 piloted by Garth Walden. Garth secured his third consecutive championship as well as set a new world record with a 1:23.777. Who will be able to take down their record?!



>>>We're told this is a new build from the boys at MCA Suspension—a full carbon Nissan S13. Driver Shane Van Gisbergen pushed it hard to claim the silver medal with a 1:25.371 fastest lap time.



>>>In December '14, Under Suzuki smashed the world record at Tsukuba Circuit with a 51.127, bettering the previous record held by Keichi Tsuchiya in the ATRA GT500 NSX. He had high hopes for WTAC but fell victim to a host of problems including a blown engine. His quickest lap ended up being 1:25.847 using a spare engine.



>>>PR Technology brought out its "RP 968" for the first time. The carbon-bodied Porsche makes up to 900hp, and driver David Wall had a great weekend improving his times to 1:26.80, good for fourth place.



>>>Representing England, SVA Imports brought out its 940hp Evo. Driven by Gareth Lloyd, the car put down a 1:29.928 before an engine fire cut their weekend short.



>>>After competing at our Super Lap Battle in '14, LYFE Motorsport set their eyes to a new field of competitors at WTAC with its R35 GT-R. Unfortunately, some engine issues plagued them from improving on a 1:32.405 best time set by driver Cole Powelson. Better luck next year!

>>>PRO CLASS (9 TOTAL COMPETITORS)

1	Tilton Racing	Garth Walden (NSW)	Mitsubishi Evo 9	1:23.7770
2	MCA Suspension	S. Van Gisbergen (QLD)	Nissan Silvia S13	1:25.3710
3	Scorch Racing	Under Suzuki (JPN)	Nissan Silvia S15	1:25.8476
4	RP968	David Wall (NSW)	Porsche 968	1:26.8000
5	Dominator Evo	Steve Glenney (QLD)	Mitsubishi Evo 6	1:29.2230
6	SVA Imports	Gareth Lloyd (ENG)	Mitsubishi Evo 6	1:29.9280
7	Lyfe Motorsport	Cole Powelson (USA)	Nissan R35 GT-R	1:32.4050
8	Insight Motorsport	Brad Shiels (NSW)	Holden Astra	1:38.3420



one of the true revelations of the weekend was a Honda Civic that, according to rumor, has been possessed.

Japanese superstar Tarzan Yamada, piloting the beautiful RevZone Evo, was a GT-R fighter in the popular Open class, but even he was outpaced by the JDM Yard Honda. The Civic's staggering lap chewed up rear- and all-drive machines with a brilliant setup and drive, taking the class with a 1:30.7010 and edging out the famous Tarzan by one hundredth of a second.

This is the sort of close racing that gets the crowd pumped-in fairness, time attack isn't the most spectator-friendly of motorsports, and it's the UFOs in Pro that tend to get the crowds really excited.

There's one viewer bonus, though... In the dying hours of the second day, when the track is starting to cool, the top five cars from each class have one "Hail Mary" run to try for a podium place. Superlap Shootout is riveting car abuse—three laps, one to sight the circuit, one to turn the boost up and go as Ricky Bobby as possible, another to let the car cool down. The "nothing left to lose" factor does wonders for some drivers; for others, it's just too much pressure. For some turbochargers, it's just too much pressure. Sadly, that wonderful Sydney weather proved again that you can't always throw a shrimp on the barbie, the heavens opening for the final Superlap Shootout timeslot. Earlier times stood, but the crowd was treated to some wet weather sideways action from those keen enough to get out there, including New Zealander Shane van Gisbergen—a top V-8 Supercars driver in Aussie, as well as being a DINZ drift competitor giving it all in the MCA "Hammerhead" Silvia.

With no chance left for a dry course, the opposite lock action was over and all was said and done. Garth Walden had added another World Time Attack Challenge to his résumé, Tilton Interiors' Lancer Evo by seeing off the MCA Silvia duo by smashing over a second of (his) previous record with an untouchable 1:23.777 (last year 1:24.8412). After the event, Walden pointed out that it was the last Attack for the Evo—it will be amazing to see what this wonder team will come up with, building on its extensive, big-winning experience on the WTAC battlefield. 🇺🇸

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HIGGINS-BUILT

AN ODE TO CLASSIC JAPANESE HONDA TUNING CULTURE WITH THIS STREET-TUNED EF CIVIC

WORDS **Joey Lee** PHOTOS **Patrick Lauder**

There's a very peculiar sense of brand loyalty that exists among automotive enthusiasts. Some may stray and test the waters, experimenting with other make and model vehicles, while others continue to stay loyal to the cars they love. In most cases, the ones who do stray inevitably come back to the brand they started with. There are a lot of reasons as to what brings this loyalty to light, but it most likely has to do with the sense of nostalgia and comfort that comes with having something familiar. Cars are like old friends who never leave your side when you need them, no matter how much bullshit it may put you through.

Dive a little bit deeper into this idea and you find guys like Nicholas Higgins. He not only is loyal to the Honda namesake, but he also has an undying love for a very particular Honda: the '88-'91 Civic, better known to most simply as the "EF" chassis. Higgins can't get enough of this Civic, and it all started with a little joyride.

"My friend Ryan took me for a ride in his '91 Civic Si hatchback back in '06," Higgins says. "It was completely stock, but there was just something so interesting about the car. I remember it being

the first Honda Civic I ever rode in, but from that day on, I was completely hooked. I finally bought one two years later and slowly started to piece it together."

He kept things relatively simple for his first build. A Japanese-specific EF9 SiR front end was acquired and the engine bay was slowly getting cleaned up, but things took an unfortunate turn in '11. What turned out to be an impromptu romp at the illegal street races resulted in Higgins wrecking his beloved Civic. After that eventful evening, Nicholas decided to stop participating in anything related to street racing and turned his attention to building a better version of his first EF. Call it fate or just a mere stroke of luck, but he was able to find another Civic Si hatchback just a week after the accident. There was no hesitation on his part, and he bought it right away.

The idea was to re-create the Civic as an ode to a traditional Japanese EF9 Civic SiR, tuned for the streets as it would appear on a highway in Osaka. Higgins would then put his own twist on tradition by devoting a majority of his efforts to making the engine bay a true work of art. When you look under the hood now, you'd never think his nearly 30-year-old Civic even ran by how clean it is. Every section that surrounds the 1.6L B16A2 has been filled and shaved smooth. All the wires have been neatly tucked away via a Rywire engine harness, and the brake booster has even been eliminated to give the engine bay an overall cleaner aesthetic.

The B-series motor, as minimal as it appears, is not without its own upgrades. Under the custom-coated valve cover is a set of Skunk2 camshafts, matching Skunk2



Looks just like a JDM EF9 Civic SiR, plus the Chargespeed front lip and OsakaJDM rear spoiler.

adjustable cam gears, and Supertech valvetrain improvements. The exhaust manifold is a race-bred 1320 Performance piece attached to a classic A/PEXi muffler. The stock intake manifold and cumbersome intake arm have been completely removed; in their place is a set of 48mm individual throttle bodies originally meant for a Toyota 4A-GE from an AE101 Corolla. Custom fuel lines were made for cleaner routing to the engine, which feed 310cc RC injectors. The radiator, now absent to the naked eye, is an All-In Fab "tucked" unit that rests under the top section of core support. Custom black braided -AN hoses and fittings were installed to run coolant back into the motor using threaded water necks.

Higgins' Civic is everything you would imagine a JDM EF9 SiR to be, minus the steering wheel on the right side, of course. The front end is from a Japanese SiR, as are the rear bumper, mirrors, side skirts, and thin side moldings. Even all the glass has been changed over to the Japanese bronze glass. For the

headlights, Higgins opted for glass housings from a European-model Civic. The only two aftermarket add-ons to the body are a Japanese Chargespeed front lip and a stylish rear wing from OsakaJDM. Once the dents and dings were removed from the shell, the entire car was re-sprayed in a newer Honda Grand Prix White. The EF9 moldings retain their factory black finish, and OEM Honda "DOHC VTEC" decals were applied to truly replicate the JDM SiR appearance.

The interior, like the engine bay, has its own custom touch. The dated stock seats were eliminated and Higgins now sits comfortably in low-mounted Bride Stradia IIs. A MOMO Monte Carlo steering wheel provides a much tighter grip on corners, and behind the wheel is a digital instrument cluster from an S2000.

When we asked Higgins what he liked most about his EF, he easily responded with how much he enjoyed how the car sat. Bringing the Civic closer to the tarmac is a set of Function & Form coilovers. Thick 50-series Falken tires give it that beefy, functional look, while around the tires are lightweight 15-inch Regamaster EVO wheels. Peeking out through the front wheels are JDM EF9 SiR brakes.

It can be said that a man's loyalty can be tested with the temptation to build something newer or "better," but Higgins seems a very devoted EF stalwart. He





»A li'l modern touch with an S2000 cluster and push-button start.





>>The head features Supertech valvetrain components, as well as Skunk2 camshafts and cam gears.



continues to add subtle changes to his build every year, and the evolution of his SiR-styled Civic seems never-ending. Higgins credits his continued fascination with this particular Honda to his friends, who also happen to be diehard Honda guys. As he explains, "I knew I was meant to build this Civic. I had a plan, a vision, and I challenged myself to create it. I have a great group of people around me who motivate me every day. With them, I learned to always do things the right way the first time. Never do anything half-assed and the end result will always be better." 🇺🇸

TUNING MENU '89 HONDA CIVIC

OWNER NICHOLAS HIGGINS

LOCATION SANTA CLARA, CA

OCCUPATION SHIPPING AND RECEIVING PRELOAD MANAGER

ENGINE 1.6L Honda B16A2; 1320 Performance Race header with Megaphone; A'PEXI exhaust with 2.5" piping; 310cc RC fuel injectors; Civic Type R crank pulley; Skunk2 stage 2 camshafts, Black Series cam gears, VTEC solenoid cap; Supertech valvesprings, retainers; Toyota AE101 48mm individual throttle bodies; Hasport engine mounts; QTP electric cut-out; custom fuel line tuck; Circuit Hero spark plug cover; All-In Fab radiator

DRIVETRAIN S4C hydraulic five-speed manual transmission; Exedy stage 1 clutch

ENGINE MANAGEMENT Hondata S300

FOOTWORK & CHASSIS Function & Form Type 2 coilovers, lower control arms; Suspension Techniques sway bars; BLOX rear trailing arms, spherical bushings

BRAKES JDM EF9 Civic SiR front brakes; Wilwood brake booster delete; custom brake line tuck; Goodridge braided brake lines

WHEELS & TIRES 15x7" Desmond Regamaster EVO wheels; 205/50R15 Falken Azenis RT615K tires; RAYS lug nuts

EXTERIOR JDM EF9 Civic SiR front-end conversion, projector fog lights, power folding mirrors, side skirts, DOHC VTEC door decal, thin side moldings, window visors, rear bumper, taillights; UKDM glass headlights, rear garnish panel; JDM bronze window glass; Chargespeed EF9 SiR front lip; OsakaJDM rear spoiler; Honda Grand Prix White paint


INTERIOR Bride Stradia II Low Max seats; AP1 S2000 instrument cluster, push start button; MOMO Monte Carlo steering wheel, steering hub; JDM EF9 armrest; Kenwood radio, component speakers; Mugen pedal set

THANKS YOU my family and friends; ATS Garage; All-In Fabrication; Cookies SF; JT Auto Body; Function & Form Autolife; Falken Tire; Hellabastos; Qu1ckworks; RedZone Performance; stickydiljoe.com; Rywire; OsakaJDM; the Salamanca family, who got me into the EF game

>>Shaved and tucked B-series bay. So clean you could eat off it!

>>48mm ITBs originally intended for Toyota's 4A-GE.

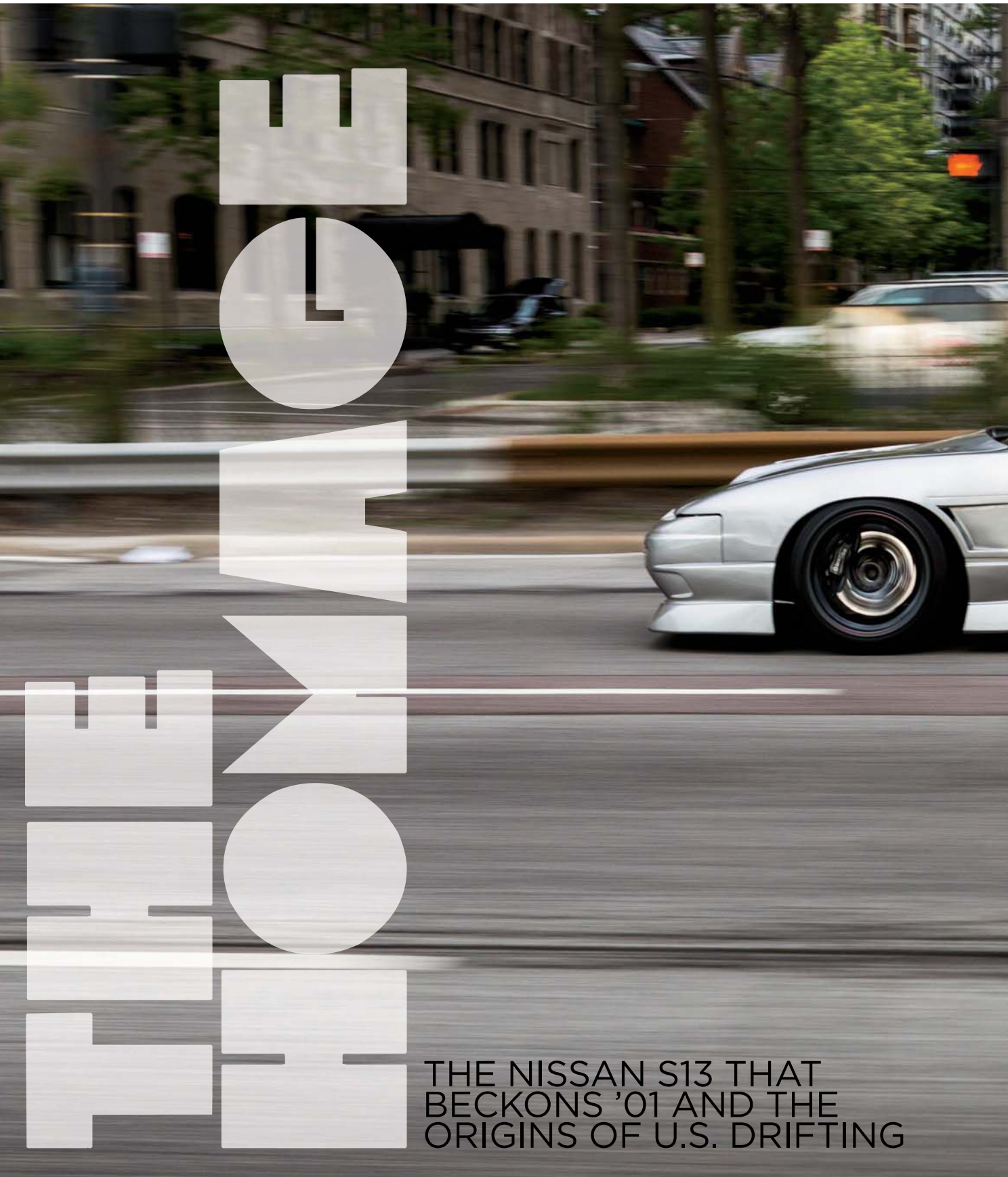
>>1320 Performance race header connects to an A'PEXI muffler.



The late founder, Yuji Kase, a rally driver, and a motorsports fanatic, who deeply loved to drive, grew a parts business from his Japan Rally Team operation in 1977. We have since, raced and rallied to prove our parts first as a motorsport entity, then as a product to offer for the enthusiasts and professionals. We still carry this tradition, with continuing efforts in All-Japan Rally, and partners in all forms of racing throughout Japan, Europe, East Asia, Australia, and in the USA. When you're buying Cusco, you are buying the legacy of a man, his passion that is kept alive by our staff, and the true meaning of what automotive fanaticism is all about.

The Legacy of Blue

Since 1977



THE NISSAN S13 THAT
BECKONS '01 AND THE
ORIGINS OF U.S. DRIFTING



WORDS **Aaron Bonk** PHOTOS **Ginash George**

David Lee doesn't think you ought to care a whole lot about his S13. It's true that the hatchback's two-and-a-half-decade-old lines and modest aero stand in marked contrast to the sort of machines his Chicago-based tuning firm, TF-Works, normally churns out, but that doesn't make Lee any less wrong.

That's mostly because of the story behind Lee's hatchback or, as he puts it, the story of how it's this very car he'd purchased during his freshman year in college some 20 years back that led to TF-Works in the first place. "I've never owned a car for this long," Lee says, "but it's the car that got me into this industry."

Twenty-five-year-old S13s shouldn't look this good. Many of those, this side of the wrecking yards, are held together with zip ties and duct tape. Not Lee's. "People just don't own 240s for this long," he says. "Me, I'm the second owner. That's extremely rare."

About as rare as the whole idea of drifting to a college kid in the late '90s, to which Lee says: "I didn't even know what drifting was, but I remember watching an Option DVD in college with a 180SX in it, and it just blew my mind." By the time the credits were rolling, a mental mod list had already been formulated in Lee's head. "I was addicted."

It took a year, but an SR20DET ultimately found its way underneath the hood. The makings of such swaps were closely

guarded secrets at the time held by the pioneers who figured them out in the first place. Wiring diagrams had yet to be spilled out across the Internet, which meant, for Lee, much had to be figured out on his own. It was this sort of steep learning curve that gave him the wherewithal to open up shop just a few years later.

That same SR20 remains underneath the S13's hood today, having been rebuilt but a single time and now laying down just shy of 500 whp by means of a Garrett GTX3071R turbo and about half the Tomei parts line. The rest of the car, however, has gone through no less than five different phases. It's the most recent transformation you ought to care about, though, that Lee and his team set out on nearly four years back. "This time, we restored it from the ground up," he says. "It took a while, though, since it's my personal car and we had customers' cars that we had to get to first."

"The way it sits now, it's my homage to '01," Lee says. "I've always built my cars to promote the business and the parts we sell. But I built this one differently and exactly how I wanted it." That means no wild sticker schemes, no massive GT wings, and without the addition of anything meant to appease anybody other than himself. Or, as Lee puts it, "It's just low key."

That is, if you consider a complete GT-1 aero kit and NISMO LM GT4 rims low key. Or the custom-built intake manifold Lee and his team constructed in-house. Or the fiberglass doors that help shed weight to an estimated 2,400 pounds that, when combined with 24 psi worth of boost, is anything but low key. Even so, Lee's quick to remind you that the car's driven on the street regularly, despite the rarity of the GT-1 kit at the time he'd installed it or the fact that, according to Lee, every part added is the



>>Stripped to its bare essentials, this S13 weighs around 2,400 pounds.



>>David's original inspiration from a late-'90s issue of *OPTION* magazine with Team Break's 180SX.




>>Something you don't see every day—NISMO LM GT4 wheels.

real deal. "There are no knock-off parts here," he says. "The car is nothing crazy, but really, this is how a 240 should be built."

Don't mistake Lee's self-assuredness for cockiness, though. Despite the feel-good affirmations the build-your-car-for-yourself crowd will console you with, as it turns out, there are a whole lot of ways you can muck up a build, and just because you like it, doesn't make it right. Lee's S13 is right in every way, though, and all of that started with the right parts and an unwillingness to cut corners.

"This car still has a special place for me," Lee says before confirming that he'll probably never sell it. "Most of the guys I know who bought their 240s back when I did have moved on to Bimmers or something else, but I've still got mine."

"Honestly, I didn't realize anybody would even care about this build," he says, once again pointing out its low-key nature and even going out of his way to make known the scratches and dings that it does have, albeit few. "The majority of 240s are just built really poorly," Lee says unapologetically. "I'm just here to say, 'Hey, you don't have to zip-tie things together and you don't have to go overboard with mods to build something great.'" 

TUNING MENU '91 NISSAN 240SX

OWNER DAVID LEE

HOMETOWN WHEELING, IL

OCCUPATION OWNER OF TF-WORKS

POWER 490 whp, 390 lb-ft torque at 24 psi on E85 fuel

ENGINE SR20DET engine; CP Pistons oversized pistons; TOMEI connecting rods, Poncams, valves, valvesprings, guides, retainers, head studs, oil pan; NISMO bearings; APEXi head gasket; custom-ported cylinder head; Garrett GTX3071R turbo; Blitz SUS Power air filter; Bell intercooler core; 90mm Mustang throttle body; custom TF-Works intake manifold with velocity stacks, downpipe, fuel surge tank, oil catch can; TiAL wastegate; HKS blow-off valve; Full-Race exhaust manifold; custom GT-1 exhaust system; AEM in-tank fuel pump, fuel rail; Fuelab Prodigy inline fuel pump; Injector Dynamics 2,000cc fuel injectors; Aeromotive fuel pressure regulator; Accusump system; Koyo radiator; Setrab oil cooler and power steering cooler

DRIVETRAIN Competition Clutch twin-plate clutch; Driveshaft Shop aluminum driveshaft; Cusco engine mounts; OS Giken limited-slip differential; NISMO 4.3 final-drive gear set

ENGINE MANAGEMENT TF-Works engine wiring harness; AEM Infinity-8 management, boost controller

FOOTWORK & CHASSIS Stance Signature Series coilovers, Air Cup system, tension rods, rear lower control arms, traction arms, toe arms, solid subframe bushings; Whiteline sway bar end-links; S15 rear subframe; S14 front lower control arms; GKTech rear drop spindle; NISMO power brace; Tanabe fender brace; Cusco rear strut tower brace

BRAKES StopTech rotors; Project Mu D1 Spec pads; TF-Works Evo VIII caliper adapter; Evo VIII Brembo calipers

WHEELS & TIRES 17x9.5" +12 front, 18x10.5" +15 rear NISMO LM GT4 wheels; 235/40R17 front, 265/35R18 rear Yokohama S.drive tires

EXTERIOR GT-1 front bumper, side skirts, rear bumper, hatch wing; custom D-Max hood, roof wing; 180SX Kouki taillights and position lamps; Origin Lab FRP doors, 20mm front fenders; Lamborghini Titanium paint

INTERIOR Cusco Safety 21 roll cage; Bride Vios III Low Max seat and seat rail; Takata five-point harness; Nardi 330mm Classic steering wheel; C's short shifter; Defi Super Sports instrument cluster; Origin Lab carbon-fiber door panels; KTS rear hatch subframe brace and pillar bar; ARC titanium shift knob; Pivot headlight controller; Innovative wideband controller

WWW tf-works.com

»TF-Works also built this custom surge tank and intake manifold.



»Pushing nearly 500 whp with a built SR20DET using plenty of TOMEI parts and a Garrett GTX3071R turbo.



»Exterior stays period-correct with GT-1 body kit, Origin Lab FRP doors and front fenders, plus D-Max hood and roof wing.

MAGNIFICENT

BOOST IS STILL BEST—BUT JUST BARELY—
AT THE 7TH EDITION OF FF BATTLE

WORDS Bob Hernandez
PHOTOS Luke Munnell, Jofel Tolosa



After years of playing out our FF Battle (FFB), front engine, front-wheel drive competition, at the technical and twisty Streets of Willow—not to mention on the dynamometer at Raceline USA—it was time for a change. Not because anything was wrong, but because sometimes new energy can be triggered by a difference in scenery. And so we weighed other SoCal circuit options, and ultimately decided on the 13-turn, 1.45-mile infield track at Auto Club Speedway (ACS) in Fontana. We also did away with the dyno challenge to let our FF competitors do what they do best—go around the track fast!

The new course doesn't have the kind of elevation changes you find at Streets of Willow, and is about a quarter-mile shorter, but it does have two, pretty, long straightaways where you can really stretch a car's legs. It's not uncommon to find most popular club racing organizations using the layout, and occasionally organizers will incorporate a portion of the venue's NASCAR oval into the circuit (together informally called the "roval") for some higher-profile events, like sports car racing. In fact, the "roval" famously hosted GT Live in '04, where Japan's JGTC series (today known as Super GT) staged a demo.

For the seventh edition of FF Battle, we selected 15 entries from dozens of submissions, which were whittled down to 13 by the time race day arrived. As per usual, we stipulated street cars for FFB, but that was interpreted in a handful of ways by the field. All of the cars were Hondas, and the majority of those (nine) naturally aspirated; two came supercharged and two others ran turbos. Furthermore, nine competitors had

EVENT SEVEN



some form of K-series powerplant under the hood, but we also had B mills and our lone Prelude had an H22.

Despite the fact that one third of the entries ran boost, the competition was surprisingly tight, with the first eight finishers bunched up together with times within 3.4 seconds of one another. The third-best lap, a 1:17.121, came from Raymond Lee's Integra Type R (ITR), which was the fastest naturally aspirated machine around the circuit. It was about a half-second off the pace of the car in second place overall, Jason Kim's ITR, which at 1:16.654 was the quickest turbo vehicle around the track. It was Angel Torres' supercharged Civic (featured SS8/15) that came away with top honors, however, posting an event-winning orbit of 1:16.029.

We should note that while these types of time attack-style competitions are meant to vet which builders have the right stuff in their cars, part of FFB7's story involves the hot shoes behind the steering wheels of these machines. Two drivers in particular, Yuta Akaishi and Jason Kim, locked up the top four spots of the finishing order, with Akaishi piloting both his own fourth-place, EG hatch and Torres' winning Civic, and Kim driving the two Integra Type Rs (his own and Lee's) that came home second and third.

Not to toot our own horn too much, but it was another great affair where everyone seemed to have a kickass time. We had a robust field of entries, especially with the new track. The weather also cooperated, and it was the first time FFB ran in conjunction with other events, hinting a bigger project may be around the corner. Stay tuned for more on that!

>>>ANGEL TORRES

Nemo's Garage '93 Honda Civic CX
Best Lap: 1:16.029

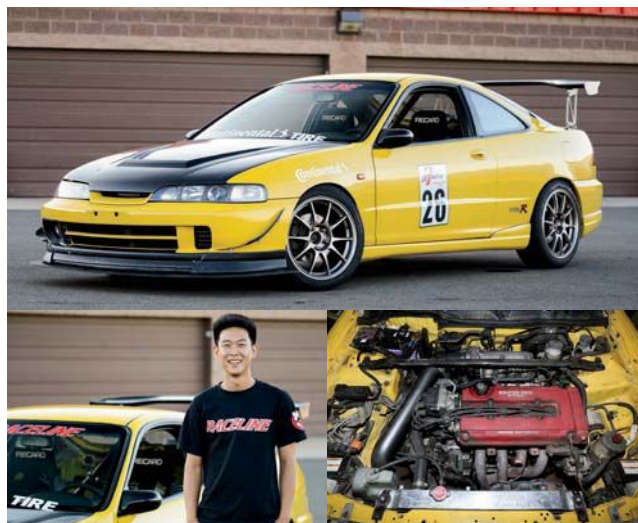
There's a bit of pride that wells up in us when we see a car chosen to be featured in the mag that's more than just a looker—that can bust out with as much guts as style, like Angel Torres' hatchback. Driven by Yuta Akaishi (who also drove his own Civic to fourth place), the car should be familiar to our regular readers; under hood is a HyTech-built, supercharged K20A2 powerplant, complete with Benson open-deck sleeved block, Carrillo H-beam rods, custom CP ceramic-coated pistons, and a host of additional internal improvements. Power is routed through a SPEC flywheel and stage 3 clutch to a Gearspeed-built, LSD-equipped transmission with Insane Shafts 1,000hp axles. Our tech correspondent goes into more detail on the winning car on p. 64. Torres is weighing what to do with his EG for next year, surmising he will likely develop the car's aero, increase wheel/tire size, and aim for the Super Lap Battle Street FWD Class record in '16.



>>>JASON KIM

RacelineUSA '01 Acura Integra Type R
Best Lap: 1:16.654

Kim, who's the sales and marketing director at Dukeun, Inc., pulled double duty at FFB7, also piloting Raymond Lee's ITR, remarkably putting both cars in the top three. This DC2 sports a GReddy-turbocharged B20-VTEC engine, JDM ITR header, HyTech exhaust, and Raceline USA-tuned Hondada S300 engine management. For rigidity and planted-ness, Kim opts for Zeal B6 coilovers, Swift springs, DC Sports CS-1 tower braces, Skunk2 front camber arms, and an Autopower rollbar. To slow/stop the ITR, he went with Project Mu CR brake rotors and pads and RGS stainless braided lines, while the exterior is festooned in Feels carbon hood, Spoon Sports mirrors, J's Racing rear GT wing and air duct, JDM ITR front end with optional kit, and custom splitter. Kim says the main goal for this car is to do a sub-2-minute lap at Buttonwillow Raceway with a B-series.



>>>RAYMOND LEE

'01 Acura Integra Type R
Best Lap: 1:17.121

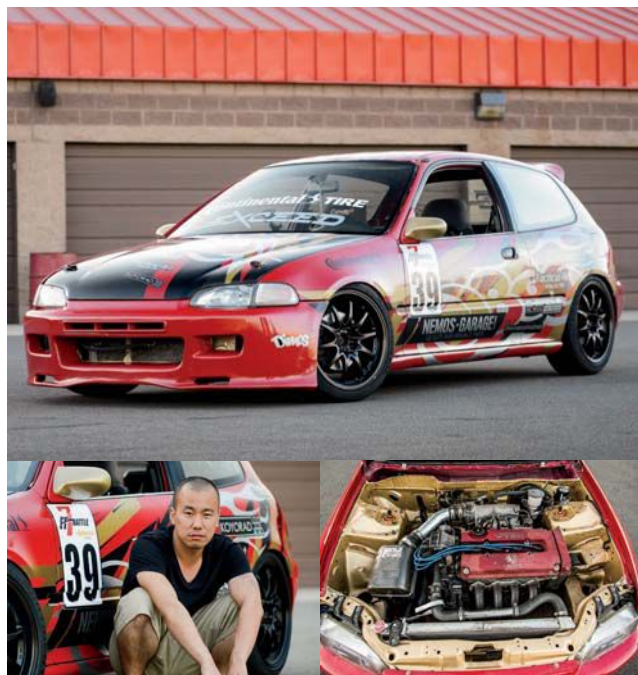
Lee, our third-place finisher, is a part-time lunch gofer at J&R Auto Parts, part-time janitor at Raceline USA, and full-time student at Cal State L.A., having built this car to drive to track events, run those events, then drive home, all without missing a beat. Gone is the ITR's B-series, replaced by a K20Z3 with upgrades that feature a built head, Alpha header, 70mm throttle body, BLOX velocity stack, and HyTech header. The car has been tuned using a Hondada K Pro by Raceline and the chassis rocks Buddy Club dampers, Swift springs, and Project Mu brake pads. Raymond's Integra was the fastest naturally aspirated car in the competition.



>>>YUTA AKAISHI

'92 Honda Civic
Best Lap: 1:17.731

The second of two cars driven by writer/driver/consultant Yuta, this fifth-gen Civic featured a B18C mill with Comptech intake, PLM header, Battle Craft exhaust, Koyo radiator, and Rywire engine harness. The suspension and brakes were grafted from a '99 Integra Type R and augmented with Exceed coilovers and Project Mu Club Racer front pads. Yuta aims to continue using the car as a practice platform, with no further mods likely.



»»JOEL ETRATA '94 Acura Integra RS Best Lap: 1:17.927

Etrata's DC2 finished top 5 using a 2.4L plant from a TSX furnished with Type R cams, Type S oil pump, BDL fuel rail, RDX injectors, RRC manifold with 70mm Skunk2 throttle body, K-Tuned 4-2-1 header, and custom intake 3" exhaust. Power is routed to a DC5 Type R gearbox outfitted with Gearspeed carbon synchros and Type R LSD via Clutch Masters lightened flywheel and six-puck clutch. Chassis improvements included JJC Magic suspension, ASC SpeedMetal tie bar, Godspeed rear stabilizer bar, and Megan Racing camber kits and toe arms. Brake upgrades come in the form of Brembo front Acura TL Type S calipers with RL rotors and Civic Type R rear calipers with StopTech rotors and Hawk pads.



»»Yuta Akaishi set the fastest lap in Angel Torres' supercharged and K-powered EG. We're going to have to outlaw "no front bumpers" soon...



»»The oldest car in the field, Steve Lam's '88 CR-X, put down the sixth-fastest time thanks to a K20 swap and lighter curb weight.



»»Fifth place Joel Etrata in his K24-powered DC2 Integra.



»»Behind all those logos is a true Civic Type R from Japan!

SPEC TIRE: CONTINENTAL EXTREMECONTACT DW

For a third consecutive year, FF Battle competitors ran Conti's ExtremeContact DW rubber at all four corners, setting personal best laps thanks in part to the summer tire's grip and predictability. Considering Auto Club Speedway's higher speeds, the added traction was a plus. The ExtremeContact DW comes in sizes from 16 to 20 inches and is great for the circuit or street, in the dry or wet, even holding up under heavy braking. continentaltire.com

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»STEVE LAM

RPM Garage '88 Honda CR-X

Best Lap: 1:18.543

What's better for owning the track than a lightweight, low drag coefficient classic Honda equipped with one of its newest, most powerful mills? Not much, as shop owner Lam found out, turning in the sixth fastest orbit in an almost 30-year-old chassis equipped with KONI shocks, Swift springs, ST rear seat bar, J's Racing rear wing, and PCI front splitter and side skirts. The K20 engine comes from an RSX Type S and has been left largely unmolested except for Acura RDX injectors, Skunk2 intake manifold and throttle body, and DTR header. The only other modification Lam indicates are the brakes, which have been upgraded with a Wilwood front kit and Hawk Blue pads. Future plans for Lam and his CR-X include more power, driver ergonomic refinements, and, of course, more seat time.



»AMIR BENTATOU

Marvelous Tune '02 Acura RSX

Best Lap: 1:19.142

Can we just say we love Amir, both for his tenacity and skill behind the wheel and his humble, great attitude? We were super stoked to see the shop manager from Avus Autosport back this year (he ran our Super Lap Battle and sister brand *European Car's* Tuner GP in '14), now campaigning a DC5 with K20A motivation and bolt-ons—intake, RBC intake manifold, PLM header, and custom exhaust with Kakimoto Racing muffler. Additional tweaks include KW coilovers and a Cusco-edition Bride seat. Seems he's done with the RSX, at least for now anyway; he's shifting his focus to the sexy NSX he just picked up (which we are totally jelly about).



»ROBERT CHOO

StreetLightz '08 Honda Civic Type R

Best Lap: 1:19.471

The car comes from StreetLightz, a parts distributor and seller in Baldwin Park, California, that specializes in OEM, JDM, and high performance; the driver is none other than ex-editor and current owner/operator of race prep shop Chewerks in Industry, Rob Choo. Together, they rounded out a top eight from FF Battle that were within 3.5 seconds of one another, and they did it with a fairly modestly modified CTR imported from Japan. It runs a K24A2 powerplant with Buddy Club cams and Hondata engine management. Other mods consist of Buddy Club RS dampers, Progress rear antiroll bar, carbon hood and roof, custom front splitter, and that's pretty much it. Perhaps a little frustrated they couldn't match the boosted crowd, StreetLightz has plans to build a turbo '08 Si to stay competitive and retire this Type R from competition.

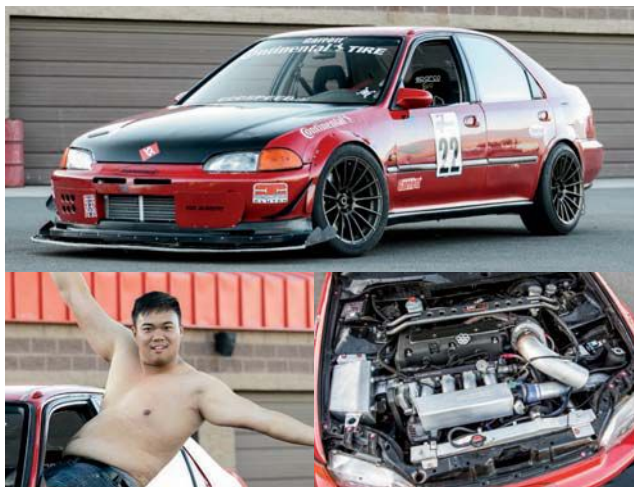


»JASON LEE

Sportcar Motion '92 Honda Civic

Best Lap: 1:21.593

Sportcar Motion's Loi Song again tapped Jason Lee to pilot this EG-gen sedan at FF Battle after last year's catastrophic windowing of the previous K-series engine in the Civic. Running turbo power this year, the car features a K20 swap with Golden Eagle sleeves, JE pistons, Brian Crower rods, and Supertech valvetrain. Boost comes from a Garrett GTX3576 on a DOC Race manifold regulated by a Turbosmart 45mm wastegate, and the charge is sent via Godspeed custom plumbing outfitted with a Forged Motorsport 50mm blow-off valve to a Godspeed intercooler and ultimately a Golden Eagle intake manifold. Other engine upgrades include a Hondata K Pro 3 ECU, AEM dual E85 pumps, and DPI 2,200cc injectors, while the chassis has been overhauled with PCI, Fortune Auto, Godspeed, DC Sports, and Wilwood bits. Unfortunately, the powerful sedan was struck again with mechanical issues and was limited in track time.



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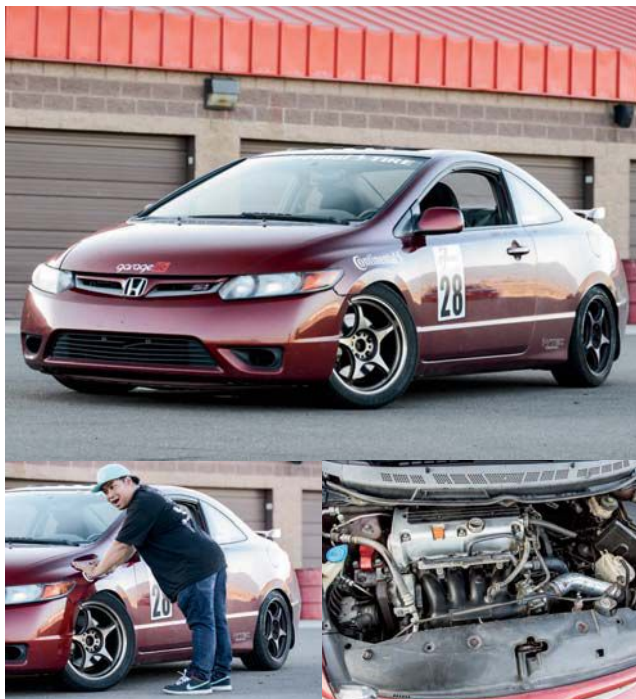
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>>>CHRIS BILLEDO

'08 Honda Civic Si

Best Lap: 1:22.516

Billedo is the owner of Power Autosports USA, but you might also know him as DJ POW and Jofel's sidekick. He calls his Si a "real street car" with very limited modifications, but each is critical—namely a K20A Type R mill, Feal suspension, and Acura TL Type S Brembo brakes. As for future plans, the car is for sale, so look him up if you're interested!



>>>DANIEL KIRBY

'90 Honda Civic DX

Best Lap: 1:22.611

When Kirby's not tracking his hatch, he works as a mechanic and welder at Quality Muffler Service. His Civic is another pure and simple machine in the field, with a JDM B18C motor bolted to a B16A trans under hood. The car rides on Koni yellow dampers and Ground Control springs, and sports an ASR rear subframe brace, 24mm sway bar, GSP spherical rear lower control arms, and eight-point rollbar. He runs DA9 Integra spindles, Integra Type R brake calipers, Hawk HP Plus front pads, and Mini Cooper 11-inch rotors. As he's the only EF Civic in the field, we give him major props!



>>>EDWIN LE

Hi-Tech Computers '01 Honda Prelude

Best Lap: 1:26.332

We're always pleasantly surprised to see other Hondas besides Civics and Integras, like Le's Prelude. The computer repair tech from San Diego left the engine mostly untouched, equipping the H22A4 with just bolt-ons: PLM Tri-Y header, Top Fuel intake, GReddy Evo 2 exhaust with custom test pipe, and Gates racing timing belt. Chassis mods consist of D2 suspension, Energy Suspension bushings, Neuspeed front sway bar, Feels Racing strut bar, and Spoon Sports rear strut brace. Each corner is Enkei RPF1 wheels in front of drilled/slotted rotors. Le is looking at giving his Prelude a K24 heart by '17 and rebuilding the car down the road to meet NASA and SCCA wheel-to-wheel regulations.



>>>CARTER GILLESPIE

Hasport Performance '93 Acura Integra

Best Lap: 1:28.134

Carter is part of the next generation of Gillespie to come from the famed fellas at Hasport Performance, where he works as a machinist. His DA Integra showed up equipped with a Jackson Racing-supercharged K24A1 engine swap, complete with Brian Crower Stage 2 cams, RC Engineering 650cc injectors, Hondata K-Pro ECU, and, of course, Hasport engine swap mounts and K-series conversion wire harness. Its gearbox hails from an '03 RSX with a Type R LSD and road-race-prepped Hasport axles. Chassis improvements come by way of Progress Competition suspension, Konig wheels, and Fastbrakes big brake kit. Future plans for the car include an increase in performance to around 300 hp, redesigned splitter and wing, modifying the car to fit larger front wheels, and fixing the loose nut connecting the driver seat and steering wheel (hal). Carter also enjoys long walks on the beach and coffee on rainy days. ☑



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THE RECIPE FOR CONQUERING FF BATTLE

The thing that separates a winning race car from just about everything else is the sum of its parts. The ability to go faster, turn better, and stop quicker isn't always prioritized. Overlook how much power you ought to be making, for example, and everything you did to get you into those turns quicker and force you to stop harder might only be enough for fifth place. And nobody's ever been happy with fifth place. With that said, here is an exclusive look inside Angle Torres' FF Battle-winning Civic.



THE CHASSIS

Nobody's walking away with FF Battle honors without a seriously modified suspension. At the core of Angel's Civic are Eibach's Multi-Pro R2 coilovers that are made up of mono-tube shocks with remote reservoirs that mean more fluid can be displaced, which results in more sensitive and consistent damping. And the stiffer the chassis remains, the better those shocks are able to do their thing. For that, Torres appointed the hatchback with a Nitradyne rollbar that's been welded in place, a Miracle X brace out back, and an ASR rear subframe brace underneath. The suspension's also been tightened up with bronze bushings from PCI that eliminate the flex normally associated with Honda's rubber pieces.

Experimentation with the car's alignment has, thus far, remained minimal. According to driver Yuta Akaishi, aside from introducing more negative camber up front to help shift cornering grip to the appropriate end, just about anything else that can be adjusted has been left alone. "We actually didn't have any time to test damper adjustments that day," Akaishi says, referring to last year's FF Battle. "It was decided that we'd likely see more positive results by leaving the setup alone and [instead] concentrating our time on adapting my driving style to the car."



WHAT IT

THE AERO

Aside from the J's Racing GT spoiler in the rear, aero changes are few, which, according to Akaishi, makes perfect sense for what he says is essentially "a street car that's [able] to stand out at any car show and hold its own at the track." What the rear wing does do, however, is important, and that's to allow for better stability when exiting turns by introducing downforce at the tires.

Both Akaishi and Torres will tell you that a bit more strategically applied aero will help even more, too. Heat concerns meant ditching the front bumper for the day. According to Akaishi, he suspects "a bit of lift" may have occurred up front, which, as a result, can muck up traction and throw an otherwise good car off balance, but a Koyo radiator and proper ducting mean cooling concerns have since been settled and the bumper and splitter are back in place.



T TAKES



THE ENGINE

For race cars, things like power-to-weight ratios rule. Being different for the sake of getting recognized on Instagram never earned anybody a spot on the podium. Which is what led Angel to Honda's most capable four-cylinder engine yet—the K20A.


Cylinder pressure's what makes horsepower, and there are all sorts of ways to go about getting more of it. For Torres, an Eaton TVS (Twin Vortices Series) supercharger was the answer. Eaton's TVS blowers are different than any other Roots-type supercharger you might be used to. Here, a pair of four-lobe rotors, twisted 160 degrees around, compresses the intake stream, but without all of the heat you'd expect from your grandpappy's blower. Like any positive-displacement supercharger, exceptional volumetric efficiency at low engine speeds is a reality. Unlike most Roots-type blowers, though, the MercRacing intake manifold that adapts all of this to Torres' top end includes provisions for an air-to-air intercooler. In other words, Torres has access to most of his power anytime he stabs the pedal, but without the drama often associated with Roots-type blowers. "There's zero lag," he says, "which makes for very predictable throttle input."



It's also good for 400 hp and 265 lb-ft of torque, which'll never be a bad thing.

For the long-block, Torres looked to longtime K-series expert John Grudynski of HyTech Exhaust who also orchestrated the exhaust manifold that features a unique 2.5- to 2.75- to 3-inch stepped design that's been tailored specifically for how spent supercharged exhaust gases like to behave.

On their own, the rest of Grudynski's changes might seem small, but together they lead to the engine being the least of Torres' concerns while on the track. For example, Grudynski specified custom domes for the engine's CP pistons to allow for an uninterrupted flame front and more torque. Even the oiling system was modified to ensure proper lubrication not just at high rpm but while idling. Other parts of the engine remain surprisingly stock, however, like the timing chain tensioner that Grudynski says won't fail so long as inferior aftermarket cams aren't used.

In terms of transmission gearing, it's about as short as you can get and is made up of internals from Gear-X along with the factory Type R's 4.7:1 final-drive gear. According to driver Yuta Akaishi, it all seemed very much "unnaturally short" at first, but in time proved invaluable. "As I grew more comfortable with the car," he says, "I found that it worked very well in conjunction with the instant torque delivery of the supercharger." 



MULTI-PURPOSE-BUILT

The Nemo's Garage Civic was the car to beat at FF Battle, but it wasn't necessarily bred for that purpose alone. Driver Yuta Akaishi sums it up best: "Although we discussed the possibility of making more in-depth changes to the car in preparation for FF Battle, aside from the minor adjustments to the alignment and the addition of 16-inch wheels to accommodate the Continental tires, the car was left in the same state as it would've been for a cruise to the beach or to be displayed at Wekfest. To me, that's the most impressive thing about this car. I've driven my share of purpose-built cars—machines assembled in the interest of simply accelerating, turning, and stopping as efficiently as possible. There is, however, a whole new level of satisfaction felt by piloting this car with its immaculate paint, beautifully upholstered custom interior, and smooth power delivery. Had I not known about its various car show awards and previous magazine feature, once I strapped into the cockpit, the car would've made damn sure that I did know it was more than just fast. Sure, it could handle flying around a racetrack and take top honors that day, but there's more to it than just a lap time."

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Our friends at Turn 14 Distribution are relocating to a new state-of-the-art corporate park in Horsham, Pennsylvania. That includes executive offices, sales, customer support call center, and more. The move was made to better meet the needs of customers, vendors, and facilitate continued growth. The new HQ is more than 37,000 square feet of space at the Commonwealth Corporate Center situated on a golf club (fore!). Now if we can only upgrade our Super Street cubicles... Connect: turn14.com



■ FLASH DRIVES

'16 HONDA CIVIC SEDAN

BY MIKE SABOUNCHI



» We're excited to see what a simple downpipe and flash upgrade can do to the new turbocharged Civic!



We had the special opportunity to attend the launch of the all-new '16 Honda Civic in Malibu, California.

Before you turn the page and say, "Big deal, a new Civic," just hear me out.

First and foremost, the new 10th-gen Civic is literally the best Civic I have ever driven. That's right, all you purists—this thing has officially won my heart. It's jam packed with all the creature comforts you would expect in a new car: navi, dual zone climate control, LED/HID headlights, rear camera...literally, all the goods, but that's not why I love this car so much. I love it because DOHC is here! Honda is offering two engine options both with dual overhead cams, and one is even turbocharged.

The turbo engine puts out 174 ponies and 162 lb-ft of torque and is only available in trim levels starting at EX-T and above. Honda chose to mate that engine with a CVT transmission to save on fuel economy and to deliver a smooth driving experience (manual soon, please). The company hit the mark in the fuel economy department by getting 42 mpg. While the power numbers on that engine option aren't necessarily that impressive, what is impressive is the potential Honda's showing by going in the direction

of turbo. Just think of what a downpipe and flash upgrade can do to your eco-friendly daily.

The other engine most definitely won the music of my heart. The 2.0L naturally aspirated DOHC sounds amazing at higher rpm. Best of all, it comes with a six-speed option in the LX and EX models. While the power output isn't as high as the turbo option, it's still my favorite. N/A fans can expect 158 hp and 138 lb-ft.

Both of these engines are made to run on 87-octane pump gas. Thank you, Honda, for not making us buy premium gas!

All these fun engines would mean nothing without awesome stopping power, and the new Civic has that department covered. No joke, the brakes in the new Civic feel better than those in a WRX. Yeah, they are that good. I didn't get a chance to push the brakes to the point of failure on a track, but they stopped the car exceptionally well on the twisty canyon roads of Malibu.

The '16 Honda Civic has impressed me in so many ways that I practically drove one home. This is just the beginning for the Civic. The Si and Type R models are coming soon, and they are putting up some pretty impressive performance

numbers around the globe. We can't wait to get our hands on one!

COUPE IS COMING TOO

While we haven't got a chance to drive it yet, we stopped by for an exclusive preview of the new Civic coupe at the Honda Design Center in downtown L.A. With the turbocharged and 2.0L DOHC engine options, we can already feel the new coupe will be a hit!



Raceland offers a wide range of coilover and air bag suspension options to guarantee a lowering solution for everyone. Whether you're looking for a mild drop with OEM-like ride quality, increased handling and performance for your weekend warrior, or want the versatility and stance of an air ride system, we have the answer for you. All Raceland products come with a limited lifetime warranty and a 30-day satisfaction guarantee to ensure you're fully covered.

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Primo Coilovers

from \$499

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Ultimo Coilovers

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- 2-4 Inch Drop
- 15% Increase to Stiffness
- Shortened Components for Lower Drop

Air Bags

from \$899

- Ability to Lay Frame on the Ground
- Adjustable Spindle Mounts
- Integrated Front Camber Plates

MOMO TEAMS UP WITH DAI YOSHIHARA

We recently attended a party in downtown L.A. to celebrate an exciting new collaboration with some familiar faces and brands. MOMO, mostly known for its racing accessories (and wheels back in the day...), has announced a partnership with '11 Formula Drift champion Dai Yoshihara. In this year's Formula D season, Dai will use an FIA-approved suit, shirt, gloves, boots, race seat, steering, and even underwear, all from MOMO. This is MOMO's first involvement with a drifting series, and we hope to see more of it in the future! Connect: momousa.com



>> Ceso Bagay (Formula D), Henrique Cisneros (MOMO), Dai Yoshihara, Jim Liaw (Formula D)



>> Can't have a MOMO party without MOMO girls!

BADASS BJ BALDWIN VIDEO



We normally don't care about big trucks, but have you seen Recoil 3?! The new viral video from our friends at Toyo Tires shows off-road champion BJ Baldwin doing some mind-blowing things through the Pacific Northwest in a trophy truck. Definitely worth a look! youtube.com/toyotires

SUPER STREET SHOUTOUT



Holla! Here's your chance to shine and get a free shout-out! We're looking over our Instagram feed for cool rides with the hashtag #superstreetme. Hashtag a photo of your car and you can find yourself in the next issue of *Super Street*!

@mattcampos



Matt's dope Junction Produce LS on Ordens is mad clean.

@shiro_devil_z



This widebody 350Z is no garage queen—driven on the street and occasionally drifted.

@jp_zilla



Slammed GT-R. You mad, bro?

@jgarage



Pinoy-driven Evo in the house! You guys need to see his engine bay.

NEW PRODUCTS



FORTUNE AUTO AIR PISTON LIFT SYSTEM

Many of us have dealt with the question of whether to run coilovers or air suspension. They both have pros and cons. Luckily, Fortune Auto's latest Air Piston Lift System offers the convenience of a conventional airbag system without the loss of performance. The air cup slips on the shaft of the coilover assemblies, compresses the spring, and extends the shaft to lift a lowered vehicle 2" while still keeping the performance of a coilover. Kiss that scrape life goodbye! Starting at \$2,550, fortune-auto.com

SPECIALTY PRODUCTS COMPANY ALIGNGUIDE APP

SPC's new AlignGuide app allows you to get manufacturer's alignment specifications for makes and models from '85 and up. You can also access any information on service parts that are available to correct any problems. With a paid subscription to licensed OEM vehicle and parts databases, you can also scan a vehicle's VIN or even enter a license plate ID to get the information you need. spcalignment.com



KOYO RADIATOR FOR BMW M3

Koyorad has a new all-aluminum radiator for the '01-'06 BMW E46 M3. It features Koyorad's "HH Series" high-density, two-row, 48mm radiator core that was developed to increase coolant volume, as well as promote proper airflow and coolant circulation. \$600, koyorad.com



TUNINGBOX ENGINE TUNING UNIT FOR HYUNDAI VELOSTER

If you need more power from your '10-'15 Veloster turbo, TuningBox has a new plug-n-play-tuning solution. The module is incredibly easy to install, and you can expect gains of 45 hp and 44 lb-ft of torque. \$999, bk-tuningbox.com

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OUR BEGINNER'S GUIDE TO LIVING OUT YOUR "RACE CAR DRIVER" FANTASY



>> HOW TO POP YOUR TRACK DAY CHERRY

WORDS **Aaron Bonk**

PHOTOS **Aaron Bonk, manufacturers, SS archives**

You're about as familiar with the racetrack as you are replacing the empty toilet paper roll at home. Still, that's not enough to squash those feelings of you wishing you were Ken Block and acting out on your fantasies on some place other than the street. There's a right way to do all of this, and it starts before you even step foot near the tarmac.

You know that some sort of driving school is your best chance at familiarizing yourself with the track and not ending up in the weeds, but you also know that most driving schools cost more than your Civic. All of which has led you to your local track hoping for some sort of open lapping session or an HPDE (high-performance driving education) event where you'll be able to bone up on your skills among instructors and drivers of varying expertise and for a whole lot less dough. Show up to your first event unprepared, though, and you just might be sent home. Your first successful track day starts here.

SAFETY FIRST

Nobody's going to let you onto the track if you or whatever it is you drive isn't up to snuff safety-wise. In most cases, you've got to be at least 18 with a legit driver's license and have a car that's in good working order. In almost every case there will be a tech inspection where officials will give your ride a once-over, making sure it's fit for the track and not the boneyard, which means you should probably leave your dumped 240 with its cracked windshield and puddle of trans fluid underneath it at home.

Seats and Harnesses: You can hit the track with whatever



seats and seat belts your car was originally sold with so long as they're in good working order. Go fast enough, though, and you'll soon realize those vinyl captain's chairs and lap belts won't keep you from sliding around when cornering hard and won't thoroughly protect you should you and your hooptie slide into something hard.

The solution is a bucket-type seat and multi-point harness. A proper, lightweight bucket, like MOMO's Start or Supercup seats, as well as Corbeau's Forza Sport seat, will wrap just above your hips, keeping you from moving side to side, and do all of this while weighing less than your stock pieces. Multi-point harnesses, like belts from Corbeau, strap across your torso in three, four, or five spots, keeping you firmly planted in your seat and offering quick-release capabilities that allow for a fast exit should you bungle things badly enough.

Rollbars and 'Cages: Most rules only require some sort of roll bar if you've got a convertible. Go fast enough, though, and you may be required to have one even if you don't drive a Miata. In most cases, a simple, bolt-in, four-point roll bar is enough. Here, two points form a hoop that span above driver and passenger to make rolling over more bearable, and another two points connect at the floorboard near the dash, making side impacts less of a thing. As far as roll bars and 'cages go, they can be made of mild-steel or lighter-weight-but-more-expensive chrome-moly tubing, and typically attach to the chassis in four, six, or eight spots.

A solid roll bar or 'cage doesn't have to be custom-made by your fab guy, either.





Cusco, for one, offers bolt-in chrome-moly and steel 'cages' for all sorts of applications, which are designed to keep you safe but also to stiffen up your chassis, which is never a bad thing.

Helmets: No matter how slow you are, nobody's going to let you race without a helmet. Here, you'll need more than your old BMX brain protector. Most tracks require you to have one that's been Snell-approved, which means it's met a series of industry-accepted standards that are enough to keep everything stuffed inside of it intact.

Jackets, suits, gloves, and shoes: Show up in pants, closed-toe shoes, and a long-sleeve shirt and you won't be turned away. Go fast enough, though, and you'll want to consider a fire-proof suit, gloves that allow for better steering wheel grip, and shoes that'll make you and the pedals a whole lot more intimate with one another. While a full-blown Nomex suit from MOMO might be overkill for your first track day, the right gloves and shoes can make how well you and your pedals and steering wheel communicate with each other that much better.



Steering Wheels: In terms of safety, you can't beat your car's original steering wheel and airbag. It's big, though, and bulky, which makes you being able to make whip-snap turns on the track a whole lot harder. A smaller, lighter-weight steering wheel can make the process of turning a whole lot more communicative, but wait on ditching the factory one with its airbag until you've got a proper seat and harness. Then check in with somebody like MOMO, who's been making steering wheels of all kinds for decades, one of which is bound to suit your needs.

Fire Suppression: Your bone-stock Accord doesn't need a full-blown fire suppression system, but a small fire extinguisher could mean the difference between you driving home or you scooping up a pile of Honda ash. Securely mount it someplace within arm's reach.



TECH INSPECTION CHECKLIST

Almost any event you go to will have some kind of tech inspection where somebody important gives your car a once-over, making sure your whip isn't going to hurt you or anybody else. Avoid being sent home and looking like a loon by making sure the following bits are in order:

- **Battery:** Secure it with the right bracket(s) and cover its posts appropriately to prevent arcing.
- **Wheels:** Be sure they're still round and free of dents or warpage.
- **Tires:** Make sure there's enough tread and that they're free of visible cords or repairs. Remove those hubcaps.
- **Engine:** Take care of any leaks or excess smoking beforehand.
- **Chassis:** Be sure there's no excess play in the steering, suspension members, or wheel bearings.
- **Brakes:** Check pad thickness and that the system's free of leaks.
- **Safety:** Make sure those seatbelts work or that you've got an approved harness and roll bar.
- **You:** You'll need a Snell-approved helmet, long pants, and closed-toe shoes.

GOING FASTER

Most of the time, more horsepower is fine and all, but if you're new to the track, it turns out that less is more. Less power means smaller consequences for when things go wrong and heightened sensibilities for everything else, like turning and braking.

Brake pads: The most important thing you can do to prepare your car for a track day is to make sure its brake pads are up for all of this. Wonky pads mean you'll be entering turns slower than you ought to, which means your overall lap times will be slower. Slower is never fun. Pads are inexpensive and simple enough to swap out, which means there's no good reason for you not to have a dedicated set for the track.

EBC Brakes, for one, offers pads that'll get you to the track and back, and work sufficiently while you're there, as well as dedicated track pads you can swap into place on site.



Alignment and Suspension:

You're new to the track, which means whatever alignment settings your car was originally built around are good enough for your first time out. You know things like camber and toe make a difference, though, which means you need a do-it-yourself alignment device like SPC's Fastrax. Along with a tape measure and hand tools, Fastrax lets you measure and adjust camber and toe in the pits for incremental changes without visiting the alignment shop.



In terms of suspension, nobody's going to turn you away from your first track day for still rocking those stock shocks, but don't neglect any suspension bits that might be worn beyond use. Replacing any bum bushings with more durable pieces from somebody like Energy Suspension will never be a bad idea. The company's polyurethane pieces can help remove some of the slop in your tired suspension, which means better grip, and who doesn't want more grip?



Cooling: If your EVO overheats in the McDonald's drive-through, then it'll be toast on the track. Most of the time, on-track cooling issues are caused by an insufficient or obstructed radiator. A thicker-core piece from Koyo or Mishimoto that's made of aluminum, which can better dissipate heat, can help alleviate all of this and look good while doing it.

Oiling: Most of the time, an oiling problem won't present itself unless you've had your way with things like rebuilding your long-block or installing an aftermarket turbo kit. If they do, though, consider your track day dunzo. Unless you're simply low on engine oil, you won't be fixing the cause of all of this in the pits.



Wheels and (more importantly) Tires: The right tires are almost always the most important thing between you going fast or you sucking. Like brake pads, a dedicated set of high-quality, lightweight rims and sticky tires should be one of the first places to invest your race-destined dollars. Don't let factory wheels and tires keep you away from your first time out, though. So long as your tires retain decent tread and are free of any cracks, leaks, repairs, or plugs, you could do a whole lot worse. Don't forget, though, that those same tires have got to get you back home at the end of the day, so save some tread for the ride back.

When you're ready to get serious, invest in a solid set of DOT-approved track tires that you can drive to and from events, like Falken's Azenis RT615K or Hankook's Ventus R-S3. Nothing will improve your lap times like a proper set of tires will.

THE RIGHT GEAR

Prepare your car all you want the night before, but you'll inevitably need to make changes at the track or, at the very least, monitor how bad you've been doing.

Tire Pressure Gauge and Pyrometer: Sometimes the only difference between grip and you going any faster is how much air is in your tires. You already know you need some sort of gauge to measure their pressure; combine that with a pyrometer that'll tell you how hot each section of rubber is and use that data to make sure all four tires are the same.

Ramps, Jacks, and Jack Stands: You raising your car in the pits will almost always be inevitable. Do it without getting mauled by your own ride with a pair of ramps or a proper jack and jack stand combo.

Data Logging and Playback: Being able to log what's going on with your engine can help you improve for future events. A data-logging system will let you review lap data like cooling system temperatures, oil pressure, engine speed, or practically anything you can hook a sensor up to. Use the results to fix nagging issues before they become problems.

Monitor yourself and your bad driving habits with some sort of in-car camera. Here, you can review how bad you are at heel-toe shifting, among other important things.

Everything Else: No successful track day ever happened to anybody who's failed to bring a box-full of basic hand tools. You won't be ripping cylinder heads off or replacing any synchros, but you should be prepared to swap wheels and tires, change out a bad axle, swap brake pads, or solve an overheating issue.

Do yourself a favor and fill up your tank with fuel as you get closer to the track; it's often available on site but for a premium. You'll need your own fuel, too. Food isn't always available at every track day, so throw some waters and a sandwich in the back seat before leaving home. Finally, most of the time you'll need to decrease tire pressure for optimal traction. If you're racing on the same set of tires that are supposed to get you to school tomorrow, be sure to bring a portable tire inflator. 🚗

PRO/BRO TIPS

We sat down with pro driver Oscar Jackson Jr. and Tage Evanson, regional director for NASA to give us some expert advice about hittin' the track.

What's your number-one tip for someone who's about to take part in their first track day?

OJ: Remember, it's not a race. Everyone's just trying to get close to their own limits and improve their driving.

TE: Safety is paramount; the more safety gear you've got, the better. It's also a total myth to think you've got to go off track to learn your limits. Find yours slowly, going a little bit faster into the corners each time.

What kind of track etiquette should first-timers keep in mind?

OJ: Check your ego a little bit. There will be really fast and experienced guys out there, and you haven't experienced anything yet.

TE: Listen to the officials. There's going to be some [big] egos out there, but listen and be respectful to the officials.

Tell us about your routine for preparing yourself and your car for an event.

OJ: I try to prepare the week before, not the night before, quadruple-check everything, and get as much sleep as I can the night before.

TE: No matter how much you prepare, you'll never be completely ready, so have a checklist. Mine's broken down into maintenance that starts after the end of the last event.

For those new to the track, do you recommend learning in a relatively stock car or something more modified?

OJ: The more stock your car's engine and drivetrain is, the better. You'll learn a lot more in an underpowered car and mistakes will be less catastrophic. Better brake fluid, pads, and tires are really all you need to go out and learn.

TE: You've got to find that balance between completely stock and fully modded. Most street cars will be fine with the exception of their brakes. The wrong brake pads will ruin your track weekend.

BEFORE, DURING, AND AFTER YOUR TRACK DAY

A successful track day can start months before you actually arrive at the event. Prepare yourself and your car and increase your chances of you not looking like a numbnuts.

• **Before:** Any mechanical problems or upgrades should be sorted out several days or weeks ahead of the event, allowing time to realize you left that bolt loose before actually getting on the track. Lay off the sauce and get a good night's sleep before the event. The morning of, clean your windows and fuel up the tank. Anything you plan on bringing to the track should've already been crammed in the trunk.

• **During:** Arrive early and pay attention at whatever driver's meeting you're required to attend. It's here where you'll be told when you'll be up, what all of the different flags mean, and whether or not you're allowed to pass. Before hitting the track, ditch any loose junk from your ride and shave weight at the same time; floor mats, spare tires, and floor jacks should all go. Check your tire pressure and all fluids and adjust or top off as needed in between sessions. Take a leak.

• **After:** You're not loading your car onto your own enclosed trailer, which means you've got to prepare your sled for the ride home. Check those fluids again and increase tire pressure to whatever it is you normally run. Take the obligatory track-hero selfie.

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The MOMO GT Pro driving shoe is designed for lightness and comfort. Its low thickness of the sole offers great driving feel with optimal grip on the pedals. GT Pro shoes come in red/white, blue/white, and grey/white and retail for \$259.95.

momousa.com



■ MOMO USA

The MOMO high collar shirt is fireproof underwear that offers the latest in technology and comfort. Its patented AirTech fabric is a fully blended woven Nomex with cotton-like feel and maximum breathability and wicking for long racing stints. Available in adult sizes small to XX large, the MOMO high collar shirt retails for \$159.95.

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■ MOMO USA

The XL One race suit is the premier driving suit of the MOMO lineup. The triple-layer Nomex tela 110 material is extremely light and ultra-comfortable, while ensuring maximum protection for the driver. The suit is available in white with grey or black with grey. The XL One race suit is certified to comply with FIA and SFI regulated races and retails for \$1,649.95.

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■ CUSCO USA, INC.

Available as either a fixed or reclining seat, the collaborative Cusco x Bride Racing seat comes FIA certified and features upgraded fabrics with fire-retardant, safety specifications. Cusco offers a full range of reclining seats for street and part-time racing applications, and fixed racing buckets for motorsports applications, compatible with our safety harnesses and HANS safety devices. Seats retail from \$900 to \$2,220.

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■ CUSCO USA, INC.

Cusco Safety 21 roll cages are custom built to each specific vehicle platform and with various options for meeting different regulations. Each cage is constructed of 40mm diameter bar, 2mm gauge, cold-formed carbon steel and 1.6mm Chro-Moly appropriate for each need. The cages are developed with full testing to enhance not only protection but also strategic chassis enhancement and handling. Consult your racing regulations for specific requirements. Safety 21 roll cages come in black, white, red, yellow, titanium gray, and Cusco blue, and retail between \$534 and \$3,040 depending on application.

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mechanix.com

EVERYTHING'S BIGGER IN TEXAS

SCENE: WEKFEST TEXAS; GEORGE R. BROWN CONVENTION CENTER – HOUSTON, TX

WORDS **Sam Du**

PHOTOS **Danh Pham** of maydaygarage.com

Wekfest is still one of the premier car show series in the country. Perhaps, one of the dopest stops on the tour is in Texas. Over the last five years, the show has visited Dallas, Austin, and Houston, all killing it with a great community that comes together and shows its support for the scene. The '15 Houston event was one of the biggest Wekfest events to date with more than 500 show cars. It definitely exceeded our expectations!

We're lucky to have friends over at Mayday Garage, in particular **Danh Pham**, who helped us seek out and photograph the hottest cars. There were simply too many photos to fit here in the mag, but be sure to visit superstreetonline.com for full coverage. However, we've selected the top 11 things that made us regret not attending the show ourselves! 📸



➤ Spoon-themed \$2000 along with Chan Le's "Prince of Rice" WRX. Neon is back? 🌈

2

➤ Texas native and SS girl! Krstina Hong in her hometown. Howdy!

3



➤ Roy Moncada's freshly painted, widebody IS300. Damn, that's bright!

Because Supras never get old.

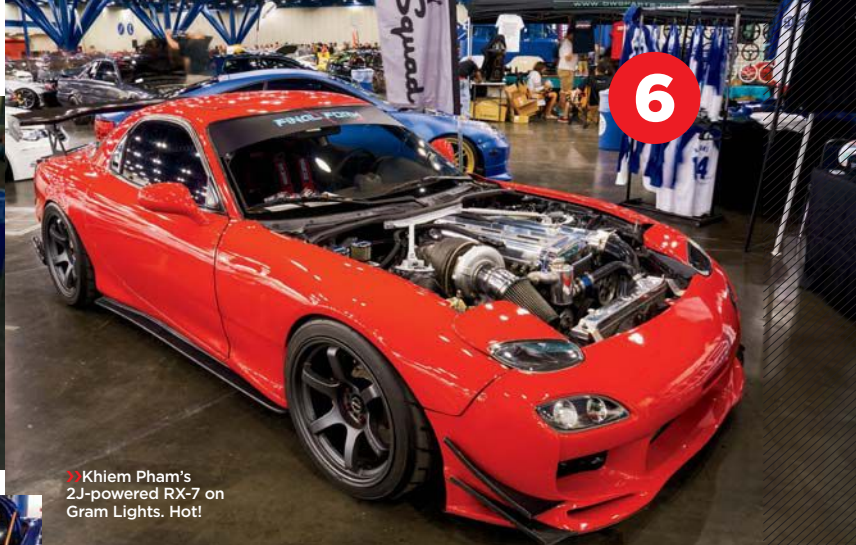


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5

>>Wekfest's official model and former Import Tuner cover girl, Tianna Gregory.



6

>>Khiem Pham's 2J-powered RX-7 on Gram Lights. Hot!



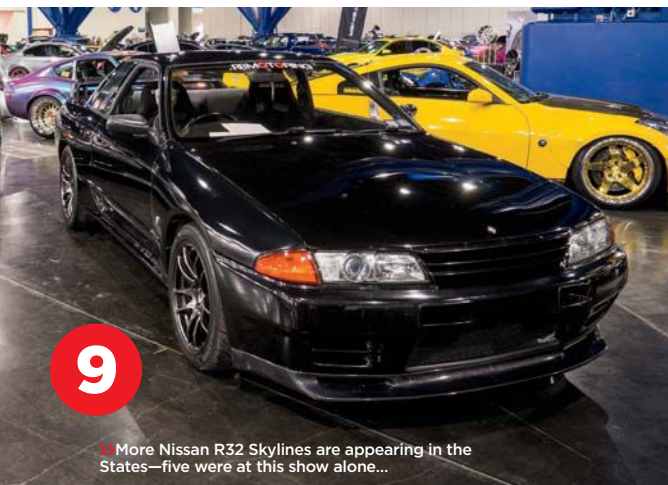
7

>>Bruce Laureto's 280ZX lookin' tough.



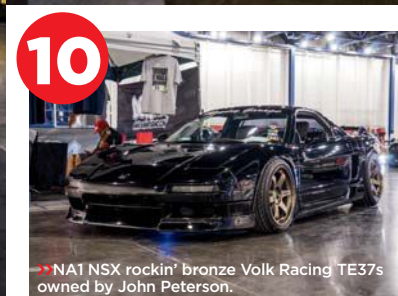
8

>>Chen Huang brought his K-powered Mugen Integra Type R from hometown Iowa. He also made the trek to Wekfest L.A. earlier in the year. That's dedication!



9

>>More Nissan R32 Skylines are appearing in the States—five were at this show alone...



10

>>NA1 NSX rockin' bronze Volk Racing TE37s owned by John Peterson.



11

>>The owner goes by Tito, and his widebody STI sits pretty.

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REMIN

IF YOU COULD RE-CREATE THE FIRST CAR YOU'VE ALWAYS WANTED...

WORDS **Aaron Bonk** PHOTOS **William Stern**

The fact that Jordan Swerdloff is infatuated with cars shouldn't surprise you. He's the founder of high-end wheel firm ADV.1, and his success has afforded him the ability to own a handful of exotic sports cars—you know, the stuff boys like us can only dream about. But what will surprise you is that despite all his success and all the cars money can buy, Jordan has always longed to rebuild a late-'70s Datsun.

As first cars go, there can be only one. For Jordan, it was an '83 280ZX Turbo. Datsun introduced its long line of Z cars for the '70 model year in late '69 wearing the 240Z badge. It wasn't until '75 that the company would release the 280Z, though, with its 2.8L inline engine, which would sell for but a single year before the nameplate's second-generation overhaul would take place that ushered in the ZX trim.

Early '80s Z cars were special, mostly the 180hp turbo models, and Jordan knew it. In '96 standards, a 13-year-old Z wasn't contemporary, though, and it wasn't fast, but as Jordan puts it, "To me, it was everything." Despite the sentiment, an 18-year-old and homeless Jordan hocked the later broken-down Z after a couple years of ownership for bus fare home and, ever since, has hoped for the car's return.

His '83 never turned up, but the dream continues, only this time under the guise of a '78 280Z. In the mid-'90s, the blueprint was simple: chop it up into a two-seater and rebuild the L28 to the tune of about 500 hp. Today, Jordan has the means for something a whole lot less pedestrian, like a 2JZ-GTE-swapped engine bay home to nearly 800 streetable horsepower and good enough for an 8-second quarter-mile once the ante's been upped to full race trim. In other words, this thing has laid down more than 1,000 hp at one point.

Inline-sixes just don't get any better than Toyota's long-revered Supra engine, even if that does mean disrupting the Z car's heritage with a cross-pollination of parts. Nobody better blame him, either, even at roughly 1,000 hp at the flywheel, catastrophe-deflecting modifications are minimal when it comes to the 2JZ and consist of little more than a forged rotating assembly and ARP hardware strong enough to keep the head and crankshaft in place. As far as sensible engine swaps go, the 2JZ is at the top of the list. All of that power, however, comes by way of a single Garrett GT42GTX turbo that's good for 579 lb-ft of torque that's ultimately sent through the Supra's matching six-speed Getrag transmission, past a custom driveshaft and R200 differential that, of course, sends all of that spinning energy through a set of ADV.1 Track Spec wheels.



SCIN







2JZ-GTE has been detuned to 800 hp. At one point in its lifetime, this Datsun was puttin' down 1,000 hp to the rear wheels!



TUNING MENU '78 DATSUN 280Z

OWNER JORDAN SWERDLOFF

HOMETOWN MIAMI, FL

OCCUPATION ADV.1 HEAD HONCHO

POWER 799 hp, 579 lb-ft of torque

ENGINE 3.4L 2JZ-GTE stroker engine; CP pistons; Brian Crower connecting rods; custom billet main caps; ARP main and head studs; balanced and blueprinted assembly; ported and polished cylinder head; Brian Crower 272° camshafts; Garrett GT42GTX turbocharger; custom fuel cell and fuel system; 250-shot NOS system

DRIVETRAIN Toyota Supra Getrag transmission; HK5 twin-disc clutch; Driveshaft Shop driveshaft and axles; Datsun R200 rear differential

ENGINE MANAGEMENT AEM EMS

FOOTWORK & CHASSIS Ground Control coilover conversion (front); KYB struts (rear); Eibach springs; polyurethane bushings; Techno Toy Tuning five-lug conversion

BRAKES Wilwood 300 mm (front) and 290 mm (rear) disc brake conversion

WHEELS & TIRES 17x10" front, 17x11" rear ADV.1 ADV5 Track Spec wheels; 275/40R17 front, 315/35R17 rear Toyo Proxes R888 tires; Tikore / ADV.1 titanium lug nuts

EXTERIOR BRE-style carbon-fiber front air dam; Fairlady carbon-fiber rear spoiler; ZG front and rear fender flares; custom carbon-fiber taillight panel; Sign Savers matte-gunmetal vinyl wrap

INTERIOR MOMO Super Cup seats, steering wheel, quick-release hub adapter, shift knob, shift boot, pedals; custom alcantara headliner, dash, and door panels; new OEM carpet, center console, plastic inserts

Admittedly, much of what makes Jordan's Z an 800hp one was performed before his taking ownership of it. Everything else, though, is all Jordan-like the ZG fender flares all around that complement the 10- and 11-inch-wide wheels, the carbon-fiber front air dam that's been manufactured to the likeness of a genuine BRE version, and the matte-gunmetal vinyl wrap applied by nearby Sign Savers. It's all very much a cross between the Z he once had and the Z he's always wanted. Jordan also delivered current century chassis components with its Ground Control coilover conversion up front and Wilwood disc brakes all around. A standalone engine management system from AEM does the sort of things the original L28's Bosch fuel injection system only wished it could. Inside, Datsun's heritage is retained and coexists alongside MOMO seats and refreshed factory bits like the headliner, dashboard, and door panels that have been wrapped in alcantara.

Ask Jordan and he'll tell you about the couple dozen cars he's owned that range

from what he calls "salvage-title abortions" to exotics where clutch jobs cost about as much as a Supra engine swap. But him wanting an early-era Z never went away. "I've climbed my way up the vehicle ladder," he says with a tip and a nod to the 701hp Mercedes S63 AMG coupe that he dailies, "but nothing has excited me, motivated me, or moved me like my first car." As first cars go, there can only be one, which means that, like Jordan, you might not always have a whole lot to say about what exactly it is that'll excite you a couple of decades from now. 📺

happy
ending



THE TOYOTA ISSUE

Check back next month to see some of today's best Toyota builds, including this '77 Celica.

Photo: Robin Trajano



GOOD ENOUGH FOR THEM
GOOD ENOUGH FOR YOU



FORREST WANG
GET NUTS LAB X BC

2JZ



TOM TANG
BLACKTRAX X BC

F20C



ROBBIE NISHIDA
ACHILLES X BC

VQ35



PRESENTED BY BC

EVENT	LOCATION	DATE
HDAY	ATCO DRAGWAY, NJ	4/9 - 4/10
SPRING NATIONALS	RACEWAY PARK, NJ	4/30 - 5/1
HDAY	ZMAX DRAGWAY, NC	6/11 - 6/12
SUMMER SLAM	RACEWAY PARK, NJ	6/25 - 6/26
HDAY	RACEWAY PARK, NJ	8/13 - 8/14
FALL NATIONALS	RACEWAY PARK, NJ	10/1 - 10/2

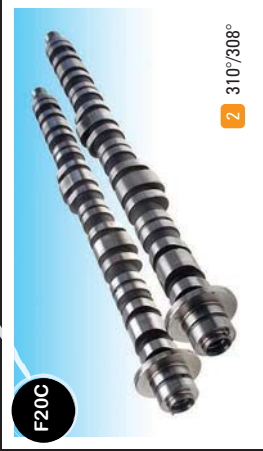
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2JZ

2 264°
3 272°
4 280°



F20C

2 310°/308°



VQ35

2 264°
3 272°

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Engine	Stroke	Bore	Displacement
HONDA			
F20C/F22C	97.0mm	89mm	2.45L
NISSAN			
VQ35	86.4mm	100mm	4.15L
TOYOTA			
2JZ	96 / 94 / 86	87mm	3.5L / 3.4L / 3.0L



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